

HISTORY OF SOMERSET
MASSACHUSETTS

1677 - 1940

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HISTORY^v
OF THE
TOWN OF SOMERSET
MASSACHUSETTS

SHAWOMET PURCHASE 1677

INCORPORATED 1790

By
WILLIAM A. HART

PUBLISHED BY
TOWN OF SOMERSET
1940

Acknowledgement

The previously published material on Somerset's history is limited to an article on the town by D. Hamilton Hurd in his *History of Bristol County*, 1883; the *History of Bristol County* prepared in 1899 by the *Fall River Herald News*, the *Taunton Gazette* and Alanson Borden of New Bedford; the Avery Slade *Sketches of Somerset*, 1885; Miss Elizabeth H. Brayton's book on the Brayton Homestead; the Patience Brayton Memorial; some brochures on Somerset churches; and the columns of the former *Fall River News* and *Fall River Globe*, and the *Fall River Herald News*. In its early chapters the *History of Swansea*, compiled in 1917 by Otis D. Wright, is also in many essentials Somerset's story. To all of these, and particularly to the *History of Swansea* for its list of Revolutionary soldiers compiled by the late John S. Brayton, this book's indebtedness is acknowledged.

Especial acknowledgment must also be given to the manuscript of the lecture on Slade's Ferry presented before the Fall River Historical Society by the late Herbert Skinner, and for other material in the Society's records.

The chapter on the Wampanoag Indians is compiled from the encyclopedia of the American Indian, published by the U. S. Bureau of American Ethnology. Governor Bradford's *Journal* is the source of Pilgrim references; and Capt. Benjamin Church's autobiography of the facts and spirit of King Philip's War. The list of Somerset vessel registrations is from the records of the Port of Dighton and Fall River, year by year from 1790 to 1940, with the list of foreign-going vessels confirmed and enlarged by the National Archives Project on Dighton-Fall River Ship Registers, 1789 to 1938. Carl C. Cutler's *Greyhounds of the Sea* is this history's authority on the clipper ship and the source of the lively account of the Raven's epic race.

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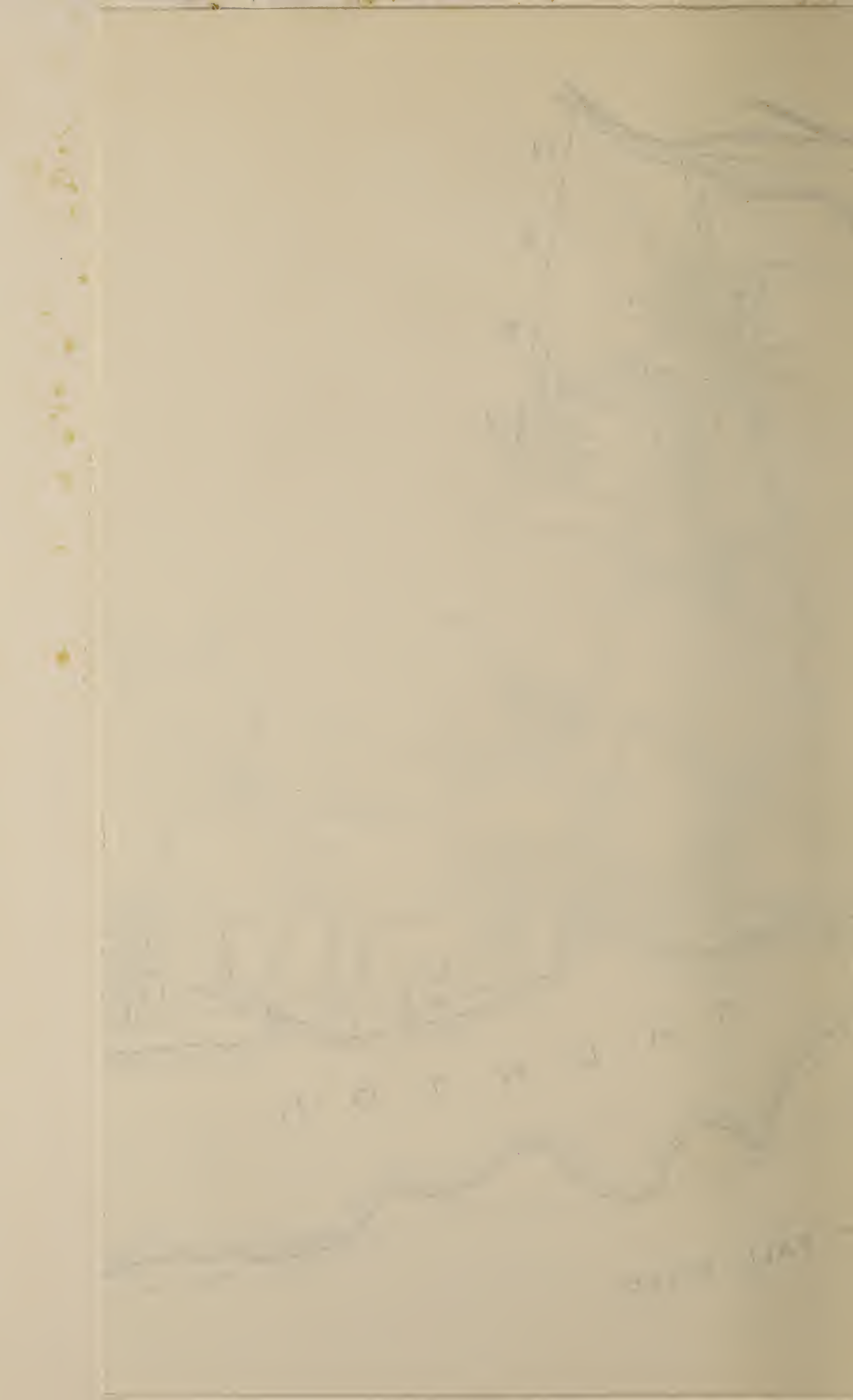
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MAP OF THE TOWN OF
SOMERSET
MASSACHUSETTS
WITH SOURCE OF TOWN
WATER SUPPLY IN DIGTONT

SCALE
0 100 200 300 400 500 600 700 800 900 1000
H. J. HARVEY, ENGR.
DECEMBER 1937
DECEMBER 1938
JANUARY 1940



Compilation of Somerset's story in the main, however, rests upon community and family tradition and personal recollection. In total, those who have contributed its facts are far more in number than can here be recounted. Their help, together with the known willingness of all the community to give similar help if opportunity had been found to ask it, has created a background of goodwill which is gratefully recognized.

Individual acknowledgement should, however, be made to Mrs. Fannie Melvin for access to her wealth of data on Somerset personalities; to Mrs. Waldron Rogers and Mrs. Charles Sherman for their scrap books and booklets; to Charles E. Hathaway and Patrick Synan for details of the pottery era; to Rev. Felix S. Childs for the story of St. Patrick's and to H. Freeman Bates for the story of the First Christian Church; to Charles S. Simmons, Miss Emma Eddy, Capt. Daniel B. Eddy, Miss Annie T. Costello, Adam W. Gifford, Edward Morrissey, Israel T. Almy, and Frederick S. Clarner for personal recollections; and to Francis "Dick" McGuire who contributed much of this book and ought to write another book himself.

Appreciation is also due to the Fall River Historical Society for permission to copy rare sketches in its possession; to Customs Officer Warren C. Herrick for manifold courtesies in the use of his office and records for research; to Ernest L. Peirce for books, photographs and hours of personal guidance about the town; to Henry J. Harvey for reading the manuscript; to Harold J. Regan for reading the manuscript and for untiring aid in the study of town records; and to Fernald L. Hanson for faith in this history when it was only an idea and confident cooperation thereafter.

W. A. H.

12/12/28 #1350
 P.O. #6184
 1928
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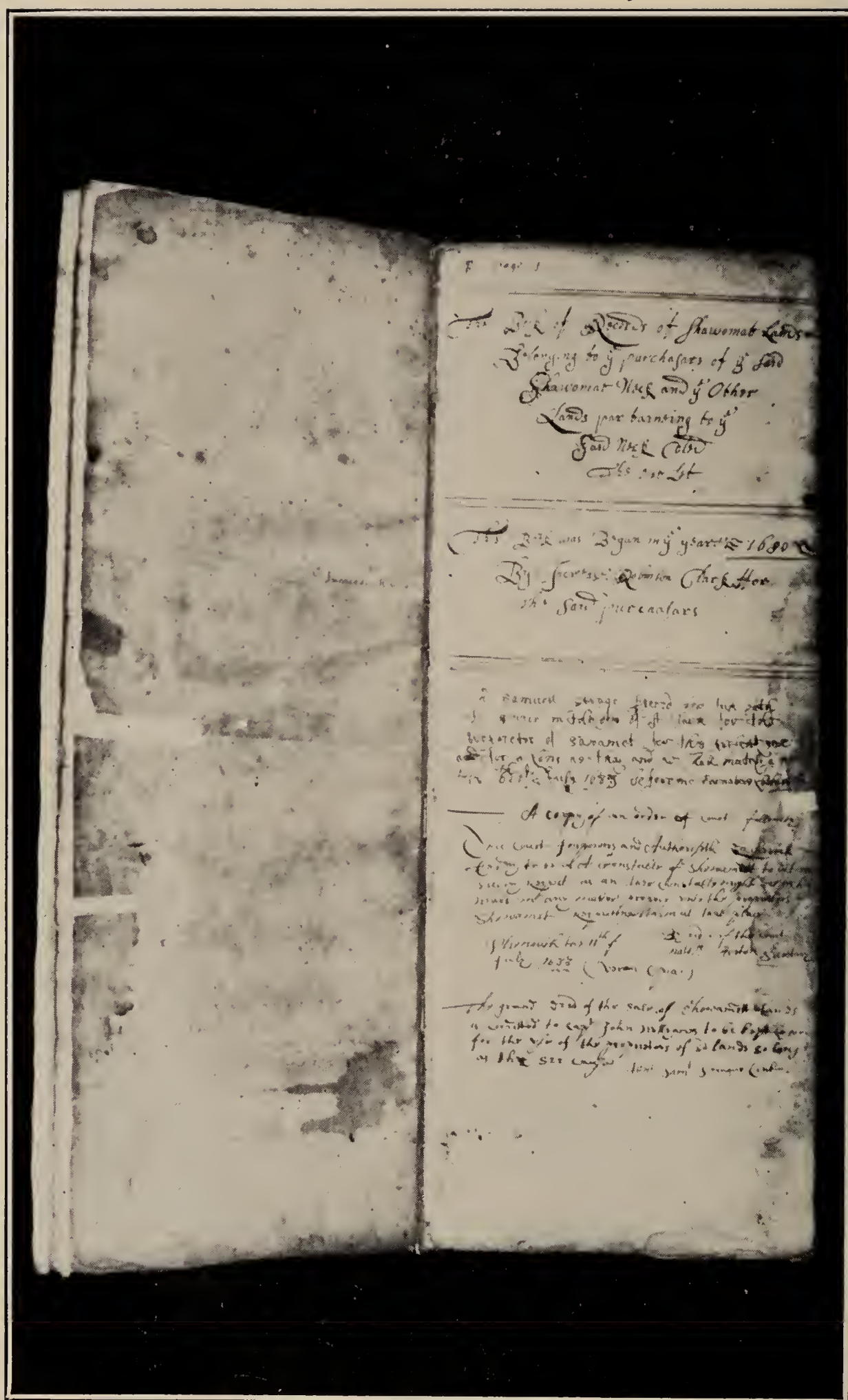
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THE PURCHASERS' RECORD

THE FIRST WHITE MAN

IT may be that Leif, son of Eric, built his "Leifbooths" at Mt. Hope in the year 1000 and wintered there. Norwegian scholars believed it, and the schoolbooks for three generations told us so. Few, if any, now believe that the Dighton Rock is a record of the discovery of Vineland. But a Vineland there certainly was.

Thorwald, another son of Eric, in 1002 and 1003, spent two winters at Leifsbooths. Thorfall, who sailed in 1007, named Cape Cod "Wonder Strand" (Furdustrandir), Martha's Vineyard "Stream Isle" (Straumey), Buzzards Bay "Stream Firth" (Straumfiordr), and Mt. Hope "Hop."

So goes the story which Norwegian historians have worked out from the unquestioned fact that in the year 1000 Leif the Lucky and his sons began a series of voyages to America. Some interpret their discoveries as being in Greenland; others that they were Nova Scotia; Maine is sure that it was that coast; and Marblehead and Boston historians have identified their harbors with Leif's and Eric's exploits.

There is no doubt that at Hop (Mt. Hope) Thorfall in 1007, leaving his fellows to winter elsewhere, wintered with eight men and his wife, who there bore him what may well be the first white child born in the New World, named Snorre. The next fall the Skrellings, as they called the Indians, attacked them. Thorfall and his family removed to Streamfirth (Buzzards Bay) and there stayed until little Snorre was three years old.

If Mt. Hope was not Thorfall's Hop, nobody has proved it. It is a fascinating possibility.

After Leif and his sons, it would take five hundred years for the pen of history to record more definitely. But it then began to write with ever increasing speed the chapter that would culminate in the name Somerset.

In 1497, John and Sebastian Cabot cruised to the coast of New England. The next year they explored the coast patiently from Maine to Cape Hatteras, and saw and described Narragansett Bay, whether they came up its Mt. Hope arm or not.

In 1511, Miguel de Cortereal, Portuguese navigator, explored this coast, and left among the various inscriptions on Dighton Rock, as the late Prof. Delabarre thought, his name and the date. Many accept this scientist's detailed and careful studies as conclusive. If they are, Mt. Hope Bay and the Taunton river were definitely entered by the White Man, in 1511.

Certainly, soon thereafter there was a White Man and a great ship in our waters. For the Florentine Verrazano, sailing in 1524, definitely and surely anchored for a few days at Newport, discovered Block Island, and explored Mt. Hope Bay and the Taunton river sufficiently to record that a ship could sail far up its course and that thereafter it might be navigated by "small shallops."

The White Man was getting nearer. When young Bartholomew Gosnold arrived with his merry men in 1602 for a summer's stay on No Man's Land, which he named Martha's Vineyard after his little daughter, he found that Dutch and French trading vessels had become rather frequent visitors to these waters and that the tribal seat of the Wampanoags at Mt. Hope was a favorite trading point of theirs.

The attitude of the Indians showing fear and dislike of the White Man, when, 18 years after Gosnold, the Pilgrims arrived, was explained by them as arising from ill-treatment at the hands of these traders. There is no question that they were in these waters, and had landed both on the Cape and on Mt. Hope. There is no reason why they should not have landed at the populous Indian town reaching from Brayton's Point to Broad Cove, one of the six great villages of the Wampanoags.

Gosnold, in the interval of collecting beaver skins and cedar lumber with which to pay his uncle for his voyage,

and his evenings of games with the Indians of Sakonnet and Westport, sailed into every bay and inlet from Nantucket Sound to Long Island Sound. He doubtless included Mt. Hope Bay as he included Narragansett Bay in these investigations.

The names of voyagers to the New England shore now became too numerous to follow. In 1606 the Plymouth Company, not to be confused with the Plymouth colony, settled on the Kennebec but got only suffering and failure for their pains.

In 1614, Capt. John Smith, hero of the Pocahontas story, voyaged along New England and made a map of its coast and islands. A schoolboy today could draw a better one, but it included Narragansett Bay, and had the name of New Plymouth where our Plymouth is today. The Pilgrims had one of his maps with them when they arrived, and it was Capt. John Smith and not they who named their settlement.

The Pilgrims landed at Plymouth on December 21, 1620, with 102 persons. Barely six months later, two of them would become the first White Men of record to set foot on Somerset soil.

The men were Edward Winslow, who would later become governor of Plymouth, and Stephen Hopkins, who had had a son Oceanus born on the Mayflower on the way over. They were bound for Mt. Hope on a courtesy visit to the Wampanoag chief Massasoit and incidentally to learn the extent and numbers of the Wampanoags and the details of their Mt. Hope stronghold.

We cannot know exactly the route these men traveled, but three different Pilgrim colony records furnish much detail concerning it.

They were guided by Squanto, a Wampanoag Indian, who had been three times to England before the date of the Pilgrims' arrival. It was he who had greeted them when they landed with the memorable words "Welcome, Englishmen." He had been at school a year in England, spoke English well, was at the moment in favor with Massasoit, and altogether was a godsend to the Plymouth settlers. When

he died, the following year, of the Indian disease of nose-bleed, he was sincerely mourned in all the colonial records.

Squanto guided them northwesterly through the present region of Middleboro to a "knowne ford" of the Taunton river. Here they stopped for the night, sharing the food they had brought with them with the several Indians who had attached themselves to the party. This was a mistaken generosity which taught them something. It was nearly two days before they had another meal.

Next morning they crossed the river and turned south following its course closely and noting that it was cleared and had formerly been cultivated land all the way. But the farms were deserted and grown up to weeds and the frames of the numerous Indian houses stood matless and untenanted. Bradford's journal recounts the situation and the reason vividly:

"They found ye soyle good, & ye people not many, being dead & abundantly wasted in ye late great mortalitie which fell in these parts aboute three years before ye coming of ye English, wherin thousands of them dyed, they not being able to bury one another; ther sculs and bones were found in many places lying still above ground, where their houses & dwellings had been; a very sad spectackle to behould."

The Indian trail they followed from the Segreganset river south is perpetuated in the present route of Elm Street. This old trail, winding its way from the Taunton ford to Gardner's Neck, therefore crosses the present Somerset territory bringing the first recorded White man into our boundaries.

Corbitant would have been their ferryman from the Neck to Mt. Hope. That was his business, sachem though he was. His tribe, or sub-tribe, was small and therefore, though he did not like Massasoit, nor get on with him well, he staid very closely under his wing. It was probably too early on this visit, or on the second visit the following year, for Winslow to see toddling around Corbitant's house a little daughter by the pet name of Weetamoe, meaning "Sweet-heart." No revelation of the future would have made him take note of her if he had.

Massasoit was not at home, but he was sent for and soon arrived. He greeted them with great pleasure and immediately donned with pride the red coat they had brought him for a present. Then they sat down to talk. Having had no food since the night before at the ford, they watched hungrily for the hour of the evening meal. It came, but no meal was served. Many braves joined them around the campfire, and they had more talk, and played several games, but no supper appeared.

Somebody behind the scenes must have been scurrying round because at a late hour an Indian arrived with a small fish. But all partook of it and the individual share was small. Then from somewhere Massasoit scraped up a handful of parched corn. This was the final course and they went to bed. The next morning was even worse. There wasn't even a small fish and some parched corn. Massasoit was visibly embarrassed, but both Red Man and White acted like gentlemen. There was more talk, farewells as brief as the hungry Pilgrims dared make them, and Winslow and Hopkins left.

As soon as they were on the mainland, the two Pilgrims sent a swift runner to Plymouth for someone to meet them with food, and making a forced march themselves they met the food shortly after they had recrossed the ford. They got home the third night of their adventure, very tired and still hungry, but they had learned much, including the wisdom of taking food with them when they went to visit Indians.

And White Men had set their foot at last upon Shawomet Lands, the future Somerset.

Winslow visited Mt. Hope again the next year, following the same route, but accompanied this time by "Master John Hampden," who was spending a year at Plymouth and desired to see King Massasoit's people and state. There is no proof that this was the great John Hampden, the merchant whose refusal to pay Charles I's ship tax made him forever a hero in the fight for the people's rights as against the tyranny of kings. But historians feel sure that

it was he; and that he had come to Plymouth to study the great experiment in liberty which was going on there. He had not yet made his famous defiance. History would not have noted his departure from England on such a visit.

It is, therefore, altogether probable that Somerset lands, whose later inhabitants have unfailingly stood firm and fought for liberty, were early consecrated by one of the great liberty-lovers of the English race.

On this second visit Winslow found that Massasoit had plenty of food on hand and indeed too much. He had made the trip because word had come that there was a Dutch ship ashore at the foot of Mt. Hope and that Massasoit was dying. By the time he arrived the Dutch ship had worked itself free and gone, but Massasoit appeared to be in extremis and could only greet Winslow faintly with "Farewell, Winslow, I shall never see thee again."

By a judicious use of an emetic and a purge, together with sitting by Massasoit all night and feeding him with a thin gruel of water and cornmeal, Winslow brought him through, to the wonder of all the tribe and the definite cementing of the Massasoit friendship that would last for forty years, until his death in 1661.

This was the "great cure" celebrated in colonial history. Its singular outcome is that it brought to Bristol County the first domestic fowl the region had ever had. For when it appeared that Massasoit might revive if fed properly, Winslow despatched a runner to Plymouth for a pair of fowl with which to make a broth. The runner made the trip by water and land to Plymouth and back in a single day. The birds he brought happened to be a male and a female: and the canny Massasoit, now feeling almost well, decided to keep the pair alive and go to raising hens.

There now remained for someone to be the first White Man to settle in Somerset. It was fifty years before he came, by all appearance, but who he was, or why he came or what he did for a living will never be known. Whoever he was, he lived in Somerset Village. When Henry Bowers, Somerset's great merchant of Revolutionary times, was laying out

Main Street, in 1765, his workmen came upon the foundation of a house or cabin, of which the last stick above ground had disappeared, but with an underground tunnel leading from the cellar to the river waterfront some distance away.

Evidently this tunnel was for escape in case of Indian attack. It was too early in the country's history to need it for smuggling. As for Indian attack, there was nothing of the sort among the Wampanoags up to the time of Massasoit's death in 1661; no threat of it under his elder son Alexander; and nothing but threats from his successor Philip up to the outbreak of 1675. It seems probable, therefore, that the elaborate and laborious work of excavating so long a tunnel must have been prompted sometime after Alexander's death in 1662.

In all probability when Philip finally did attack it served its purpose, since there is no record of a White Man's being killed in that vicinity.

SHAWOMET LANDS

THE Somerset of today in extent and boundary is closely identical with the Indians' Shawomet. Precisely what Shawomet included was not defined. Until the White Man's respect for property compelled the Indians to set definite bounds to the land sold and bought, place names were generally for designation, not definition. Hunting and fishing bounds were indeed often meticulously established, as in the case of Lake Chauggamog, near Worcester, whose full name means "I fish on my side of the lake, you fish on your side of the lake, nobody fish in the middle of the lake."

Natural bounds such as rivers, shore lines, island groups were, on the other hand, generally recognized as demarking areas. The name Narragansett means "People of the Pointed Lands," and it was by these natural divisions, with their bay and river outlines, that the Indians named Sakonnet, Papoosesquaw, Assonet, Shawomet, Pokanoket, Mattapoissett and others.

Shawomet was probably in their minds the region extending along the Taunton river from Broad Cove to Brayton's Point and up the east side of Lees River.

Shawomet Lands were among the most esteemed of Wampanoag possessions. No offer of purchase, and there were many, by the Whites for Pokanoket, including Mt. Hope and Bristol Neck, or for Assonet or Shawomet, was ever considered by them. Regarding particularly Shawomet, the reason is easy to see. The combined facilities it offered for farming, hunting, fishing, shellfish harvest, easy transportation in every direction and genial residential conditions were unsurpassable.

It was, moreover, one of the six principal villages of the tribe, a center of Wampanoag living, cultivation and tradition for many generations. Implements which orig-

inally must have been dropped on the surface of the ground have been dug up in later Somerset excavations at a depth which may represent a thousand years of soil accretion.

Winslow and Hopkins, and later visitors, found Shawomet deserted as a consequence of the epidemic Bradford reports as occurring in the year 1618. What this plague was is not established. Some commentators think it may have been measles caught from European ship crews. If it was, it is curious there was no recurrence in later years. It may have been the disease, unknown to the European pioneers, which in their first years here attacked Indians in the form of a sudden and furious bleeding at the nose, with death usually in two or three hours. Whatever it was it killed off three-fourths of the Wampanoags, while missing the Narragansetts entirely.

Previous to this abandonment, either to escape the plague or to consolidate the remaining tribes for protection, the town site of Somerset had had for many generations a populous and a prosperous predecessor in Shawomet Village.

All Atlantic coastal Indian tribes had goods and food and ease of life beyond the average of the country at large. And Shawomet was a little better off than most. Surrounding waters supplied both fresh and saltwater fish, shellfish and crabs and lobsters; the woods furnished every kind of game in season. Woods and water courses combined to provide all kinds of wildfowl. Grapes, blueberries, blackberries, raspberries and huckleberries were abundant; wild cherries, cranberries, wild apples, beach plums, elderberries and other fruits plentiful.

Fish furnished fertilizer for the hills of corn, beans, squash and melons, which could be set in holes scattered between stumps without troubling to remove them. Maples grew along watercourses and in swamps everywhere to provide the sap and boiled down maple syrup which provided the sugar many tribes in the interior did without. When maples were lacking the birch produced a thinner but still sweet juice. Salt, as essential to their health as to ours, was

easily procured by evaporating salt water in stone hollows and brushing it together with whisks. When we realize that the salt of some interior nations had to be brought hundreds of miles by couriers we see the privilege of this resource.

Medicinal herbs of every kind were close at hand, and there was a good exchange traffic in these. There was never lacking wood for fires, springs for water—the Indian avoided drinking from running streams—clay for pottery, rushes for baskets and the mats they wove for summer house walls and beds. Shells for everything: hoes, fish-hooks, small instruments such as the tweazers with which young braves pulled out their sparse beards hair by hair, were always at hand.

And this was the region where wampum, the gold and silver of the Indian, was plentiful. The greater part of authentic wampum, made with a special process and finish which the Indian easily distinguished from White Men's counterfeits, was produced on Long Island.

Its currency as money at first was due to the desire of all Indians to have it for ornament. In this desire the Dutch traders early saw its possibilities as a medium of exchange, sold goods for it, offered it for goods and soon had it established in the Indians' mind as money. In 1627, they brought it to the attention of the Pilgrims, as they had others, and it soon became currency, not only among the Narragansetts and Wampanoags, but among the English who used it themselves as money, with its equivalents in English coinage established by law. The Narragansetts learned to make it; then the Wampanoags. And, said Bradford in his Journal, "it makes ye Indians in these parts rich & power full and also prowde therby."

The periwinkle and the white of the quahaug shell furnished the material for the white bead; the black spot on a quahaug shell the black bead, which was worth twice the white. Its plenty was wealth that bought more wealth, and growing ease. Already when the Pilgrims landed, the Indian's equipment was becoming streamlined with Euro-

pean manufactures. The first sheaf of arrows shot at Pilgrims on Cape Cod and collected by them to send back to a British museum contained several with brass heads.

It is easy to reconstruct this earlier Somerset called Shawomet. All early visitors report that its slopes had been cleared for dwellings and farming for a considerable distance back from the shore. There is evidence that the residence section ran well up to the ridge. When the high school playground was levelled down, two years ago, the stone workbench, or anvil, of an arrow maker was found some yards in the rear of the school.

By the time the White Man came, the stumpage of these occupied slopes must have long since disappeared. They would be green with grass in season. There was a cooperative farm at the present Somerset Village. And a very large one just over the present line of Dighton. Between these a forest of white oak wedged its way to a considerable distance down the Great Neck, as early descriptions show and the coming of settlers in the 1690's to build ships of that same white oak proves. Brayton's Point then, as now, was flanked with salt marsh.

Along the "residential slopes" from the Village to the Point, at will and without order or streets, the houses of the residents were scattered. Mostly they were round, built of small skinned poles tied together and coming to a point at the top; although there were some oblong roofed dwellings for large families. In summer, they were covered by mats of woven grass or reeds; in the chill of early autumn, by skins. In the winter they stood bare and tenantless because the population had left for their winter homes in the ever-green thickets of Barrington or Middleboro.

Canoes of birch or dugout pattern were numerous on the river as the menfolks left for their daily business of fishing, hunting or ranging the woods, perhaps on their way to enjoy the plentiful lobsters of Plymouth harbor, of which they were inordinately fond. They roved fearlessly as far north as Stoughton or south to Sakonnet Point, for all were Wampanoags in this region and on the islands of Narragan-

sett Bay. But they kept away from the westerly shores of Narragansett south of Bristol, for, possibly because of the softening luxury described, they feared the Narragansett man to man, as the guides of the Pilgrims often showed by their scrutiny of an approaching Indian.

Meanwhile in Shawomet Village a cheerful life went on. The women divided their domestic labors of cooking with days on the communal farms hoeing or harvesting; digging clams; treading out quahaugs, splitting fish and laying them out on the rocks to salt and dry; gathering wild fruits and berries and drying most of the latter in the sun for winter use; weaving mats and baskets; softening deerskins or sewing them into garments.

Occasionally they worked with their babies strapped on their backs, as often pictured, but generally the baby rolled on the ground in charge of a sister or of a cousin whose duty as nurse was as strong as a sister's; and all too often completely neglected. Child mortality was terrific.

Except for baby-tending, or young masculine attempts with bow and fishing tackle, the children played at will. Nobody ever punished them whatever they did. They did not quarrel because an Indian seldom thought of any object as his personal property. All goods, like all their gods and all their morals, were tribal affairs. Early Christian preachers failed to find any Indian who thought that he individually had ever sinned. Parents cuffed their children as they cuffed their dogs, sometimes, because they were in the way; but the parental attitude, all in all, was more indulgent and on the surface, more affectionate, than that of the average English of early days.

Games played by the children ranged all the way from dolls to baseball. The girls frequently dressed little puppies in complete Indian baby attire and carried them around like papooses on their small backs in imitation of their mother. Jackstones, often carved to represent animals and familiar articles, were popular with both sexes. Shinny or hockey with a crooked hockeystick any modern boy might have cut from an alder clump was a great favorite with the boys;

stilt-walking was universal. Guessing games of the hide-the-thimble character were popular. The throwing of small spears, or sticks to represent them, so that they would land in certain positions relative to or across another, was a game that occupied them endlessly. And there was no school, except that all Indian children, boy and girl alike, but particularly boys, were expected to learn the language with complete accuracy by listening and practice, and it is reported that they learned it at a surprisingly early age and that an error in language among Indian children was so rare that some observers never heard one.

The really big time of the day was when father came home at night. There was usually a meal befitting the size of his appetite, eaten in absolute silence, but with the whole community for company; and after the eating there was talk. An Indian was judged by his ability to talk well as a story teller or as an orator, with oratory prized as the supreme accomplishment. If the talk were good it might last all night, as weary visiting colonists often discovered. In Shawomet Village there was always tobacco, another comfort that made it a peaceful and luxurious place, smoked most often with a lobster claw for a pipe bowl; and always a small cheerful fire. So insistent was the Indian on having a fire for cooking or good cheer whenever he wanted it that he usually carried a pocket-lighter, ingeniously contrived of a heat-resisting clay tube filled with some smouldering material.

Shawomet women could cook, like most Wampanoag women. There is no record of a Wampanoag's ever being seen to eat raw meat. He liked his fish and his fowl a good bit over-ripe, it is true, and mouldy corn or nut meal had no distaste for him. But he had luxuries. Winslow enjoyed very much a dish of baked shadroe which Corbitant served him, although he didn't care for its garnish of musty acorns. It was from Wampanoag Indians that the Pilgrims got their first taste of johnny cakes swimming in maple syrup. Then there were blueberry corn muffins, succotash, usually with bits of meat thrown in with the corn and beans; fowl wrapped

in leaves or clay and baked, not quite so delicious, perhaps, because the entrails were left in as nature made them; oysters and quahaugs baked until they lay open in their own juice; and the clambake.

There was much joking and singing in Shawomet, too. Even the staid Pilgrims record some of the Indian jokes. Practical jokes were popular and often cruel. The Indian brave sang at work and at play. The Indian squaw sang endlessly. There is a strange minor note in all their songs, generally supposed to show that the Indian was too afraid of his gods to be ever wholly happy. But there have been too many other nations and people whose music prefers the minor key for this explanation to be acceptable.

Although war roused their savage philosophy of an eye for an eye and a tooth for a tooth, in everyday life they were affectionate, talkative, gamesome and home-loving. It is a mistake to believe that their wives were down-trodden and brow-beaten. A Wampanoag explained to a Pilgrim that the women cultivated the farm, made the clothing and got the meals "because she was the mother of life and could make these things give life." When a baby was expected, if it was the first one, the father spent days and weeks carving and adorning a cradle. When his children died he often maimed himself, even to cutting off a finger, in mourning. Older members of the family were buried beside the house where they had lived, the mats were taken from its walls, its furnishings removed, and the bare frame, never to be occupied again, left as a token of a home bereft. This is the reason why Indian graves have been found, in later days, in all sections of Somerset.

In the tribe, as has been said of the home, the tribal conception of life and property made quarrels and crimes rare. Such matters as required an application of the tribal law were adjudged in tribal courts held twice a year, with the Chief Sachem as judge and his sagamores as jury. Generally, judge and jury with delight awarded the decision to the Indian whose advocate made the best oration in his behalf. The most frequent punishment was banishment,

for some days, a season, a year or permanently from the tribe.

This was the life of the residents of aboriginal Somerset, called Shawomet. It was a very human population. Some of its people were highly intelligent, with foreheads and brain pans whose capacity astonishes present-day scientists, and some acted and looked like cretins. Some were fat and some slim; some energetic, some lazy; some merry, some moody like King Philip who was now growing up on Mt. Hope. There were good cooks and poor cooks: though nobody ever recorded a good housekeeper amongst them; good hunters and poor ones; brave fighters and cowards.

Some were handsome and some ugly. Some painted themselves with black and white stripes, some red all over. Several Wampanoags learned English and went to Harvard and Yale. King Philip employed an Indian private secretary to write letters. Some never had an idea worth a letter.

Shawomet residents, in short, were more human than the popular conception of the Indian may believe.

KING PHILIP'S WAR

THE Indian and the White Man never understood each other. Each made more allowances for the other, tried harder and forgave more, than is usually realized. But the misunderstanding was fundamental and both races were too stubborn, too sensitive and too courageous to yield their point of view entirely to any other.

The Englishman's law was personal and vigorously administered even in the wilderness. The Indian's only law was a code of tribal customs which he seldom broke but would allow no other tribe, least of all a tribe from another world, to infringe.

Upon the Englishman's conscientious effort to convert him to Christianity the Indian looked as an effort to wean individuals from their sachems to English submission.

But the critical point of difference was the fundamental one of land ownership. The White Man felt that he had bought the land he traded for and that he and his heirs and assigns owned it personally and forever. The Indian thought he had rented it; that like a renting landlord he might go and come across it as he willed; and, moreover, that he had only rented it for the lifetime of the renter.

Massasoit, shrewd and intelligent enough to keep his authority even though he had been conquered by the Narragansetts, welcomed the Pilgrims as allies for his tribe, cut in quarter by the great sickness. It was an excellent deal for him to sell the White Man land and leave his doubts unspoken.

His oldest son, Alexander, was disposed to follow Massasoit's policy. Alexander's death from fever while an enforced guest of Josiah Winslow at Marshfield, whither he had been compelled to come to discuss Indian disturbances, left a quite different type of sachem in power.

Philip, second son of Massasoit, came into the kingship when the pressures and permanency of White policies had clearly begun to threaten his people. He was 23 years old, shrewd and energetic. His sultry nature fitted him for a program of resentment. His gift of oratory, that greatly prized art of the Red Race, enabled him to state his issue persuasively to the tribes all over New England.

The result was the Indian rebellion against White encroachment known as King Philip's War.

This was an important chapter in Somerset's history, not only because it broke out in the region where Somerset is located, and ravaged it, but because it erased completely the Indian town of Shawomet and any Indians that might return to it, and left it an empty stage ready for the scenes and the cast of the next act.

It broke out on Sunday, June 19, 1675, in Swansea, when the village was at church. Technically, as Philip probably wished, the Whites drew the first blood, when an old man who had not been able to go to church, fired a gun and wounded marauding Indians who had stolen some of his furniture. By night, two Swansea houses had been burned and a Swansea man killed. One of the homes was that of Job Winslow, grandson of that William Winslow who had been the first White Man to set foot in Swansea-Somerset.

The beginning was deliberate. Some Indians had ransacked the house of Hugh Cole just west of the later Touisset railroad station at Swansea the day before but this was evidently the impulsive act of some impatient braves. Tradition is strong that the inter-tribal war council decreeing the war was held that night, Saturday, June 18, on an island at the mouth of the Assonet river, ever since known as Conspiracy island.

At this council the assault on Swansea, during the hours of church service, was doubtless decided upon. By Sunday night, the Whites were in flight: those of Swansea gathering in the home of Rev. Myles, which was speedily provisioned and barricaded, or to the Bourne house on Gardner's Neck.

Dighton folk fled to Taunton. The scattered settlers west of Swansea hastened to Providence. Portsmouth dwellers felt safe under Roger Williams' egis; and Little Compton residents held their neck of land, firmly backed by the Sakonnet Indians who had refused to join Philip. Similar concentrations took place all over New England, but we are dealing only with Somerset territory and neighborhood.

Outlying Indian villages were similarly deserted and Indian families and Indian fighting forces were gathered at strategic places, notably Mount Hope, where an attempt by assembled Colonial troops on the 28th failed, with fatal consequencess, to dislodge them.

Shawomet Village was completely deserted. On the necks between the rivers the Indian lodges were empty. In this vicinity there remained of Indians only a small group of families, living on the slope southward to Dublin creek and known in those days as the Quaker Indians.

In numbers the Colonists and the Indians were about equal. King Philip's Wampanoags could muster about 500 fighting braves; the Pocasset along the present Tiverton slopes about an equal number. The Narragansetts had a thousand. Colonial levies of parallel size were quickly assembled, the first force gathering at Taunton under Major Cudworth of Scituate, Major William Bradford of Plymouth, son of the Plymouth governor, and Capt. Benjamin Church of Little Compton, and arriving at Swansea on the 22nd.

From that date on, war flamed violently in this region, as it did all over New England. Undoubtedly this section owes most to Capt. Benjamin Church, who lies, with his sword of five wars beside him, in Little Compton cemetery. The policy of the trained leaders of the Colonial forces was to build forts at assumed strategical points and dare the Indians to come and attack them. When the Indians failed to come, as they shrewly did, Capt. Church pursued them, with relentless energy and unvarying success.

Gradually but steadily the numbers of fighting Indians diminished. Decreasing bands of Indians flitted from place to place, foraying for supplies and against the unprotected

edges of towns. Philip was everywhere, even making a trip to the New York Indian tribes which, however, refused to join him. Either from a sense of his value as leader, or as chroniclers of the time believed, because he was lacking in personal valor, Philip fled at every approach, never leading in battle.

Poor Weetamoe, who had almost yielded, as Awashonks of the Sakonnets had, to Church's advice not to take part, but who had finally joined her brother-in-law Philip, found her forces drained to a hopeless handful. Memories of happier days must have moved her with a strong homesickness. Or perhaps she merely came home to die.

For in the spring of 1676 she brought her decimated tribe, a mere fifty now, up from the Pocasset woods, across the bay, and settled them at the old site of Shawomet, on the neck today known as Brayton's Point, then as Boston neck. It was her old stamping ground, from the shores of which her father had run ferry service to Mt. Hope and to the slopes of the future Fall River. This was the last, melancholy chapter of the Indian history of Shawomet.

There was nobody to attack her refuge on Brayton's Point. All but four houses in Swansea had been burned. The eastern shore of the Taunton where Fall River would sometime rise, was still a wilderness between the river and the Watuppas. Dighton, on the main Indian trails from the Middleboro lakes to Mt. Hope, was deserted. And in Shawomet Lands there was not as yet a single settler, unless it may have been the owner of the mysterious house in the present village, whose owner must long before have fled.

For the moment Shawomet Lands were an asylum for Weetamoe. But with the advance of spring disaster closed in rapidly on Philip. His allies were being rapidly wiped out, or were deserting his cause to the wiser Uncas in Connecticut, or had fled to the Six Nations in New York. The Indian crops of the year before had been but sketchily planted and what had grown had been mostly destroyed. The settlers had fared little better in this respect but could count on neighboring colonies while their farms yielded nothing to Indian forays.

The circle of colonists, infuriated by the war's destruction and killing of their property and families, closed steadily tighter about Philip. He was driven from his Middleboro stronghold, and, pursued up and down by the tireless Church, finally retreated to his original base on Mt. Hope.

After sleeping for a night, it is said, in Bear's Den rocks in Freetown, he arrived with a small company of braves at Mt. Hope on August 16, 1676, determined, it is believed, to surrender. Unfortunately one of his Indians had the poor diplomacy to suggest that course. The exasperated Philip struck him dead. The dead Indian's brother, Alderman, fled the camp and finding Church, still in pursuit, offered to guide him to Philip.

Church's force came upon Philip, camped on the edge of a swamp on Mt. Hope, in the early morning light. Alderman seized a gun from a soldier's hand and shot Philip dead. The English, with their customary legal logic, adjudged Philip a traitor to the English crown and gave him a traitor's sentence. He was drawn and quartered and his head sent to Plymouth and set up on a pole. A hand, well known to have been crippled by an exploding gun, was cut off and given to Alderman to carry about the colonies as a token of Philip's defeat.

The war had lasted almost exactly fourteen months and the Indians of this region had been exterminated. Except for the tribes of Maine, which required an expedition led by Capt. Church, and a single attack on Hatfield in November of that year by Indians swooping down from Canada, there was never again an Indian attack in the region of King Philip's confederacy.

The job had been well done, but it had cost the colonies appallingly. Over 600 dwellings had been destroyed. Thirteen villages had been wiped out. One able-bodied man in eleven of the Colonial population had been killed, besides many women and children. The cost to Plymouth colony alone had been half million dollars (£100,000).

On the other hand, the region was free of the Indian forever. All those who had survived the war, with the exception of the Christianized Indians, and the loyal tribes at Seaconnet, Nashua, Nantucket, Martha's Vineyard, were sold in slavery to the West Indies. This included King Philip's wife, Weetamoe's sister, and her son.

At news of Philip's death, Weetamoe, who had spent the night with a few followers somewhere in the vicinity of Swansea, sought to make her escape across the Taunton river on a raft constructed of brush. The next morning her body was found drowned on the shore of Brayton's Point. Whether she had been murdered by her followers or had drowned by the falling to pieces of her raft has never been determined.

Her head was borne through her cherished Shawomet Lands on the end of a pole to land to be set up on Taunton green.

In Squahannock swamp, in Rehoboth, Capt. Benjamin Church, dropping from a ledge to land between forty braves and their arms laid at its foot, single-handed captured Philip's great battle leader Anawan, whose mighty cry of "Tarboosh" had sent terror to the Colonists' hearts through a terrible year.

After a supper in which Church had chosen "cow beef" in preference to "horse beef," Anawan slipped quietly away to return soon with Philip's royal trapping of wampum which he laid at Church's feet in token of the final surrender of the Wampanoags. Then in the moonlight Indian and White captains sat until dawn talking over the past year's tactics, successes and defeats: two great warriors.

Church's promises of protection for Anawan and his family were betrayed by the Pilgrims. Church was sent on an errand to Boston and during his absence Anawan, his wife and his son, were executed.

Awashunks and her Sakonnets were allotted land on Little Compton shores. Peter Nunuit, the Pocasset sagamore who had staid faithful to the Whites, was made custodian of the other peaceable Pocassets on a reservation established

in Freetown. In Shawomet Lands, a fragmentary and spiritless group of Wampanoags known as the Quaker Indians remained on the flats and slopes of the later Dublin.

All other Indians of the region were either dead, fled or ending their lives as slaves on the estates of Bermuda, the Bahamas or the West Indies.

Shawomet Lands, bare except for overgrown farms and rotting wigwam frames, awaited the era of White settlement.

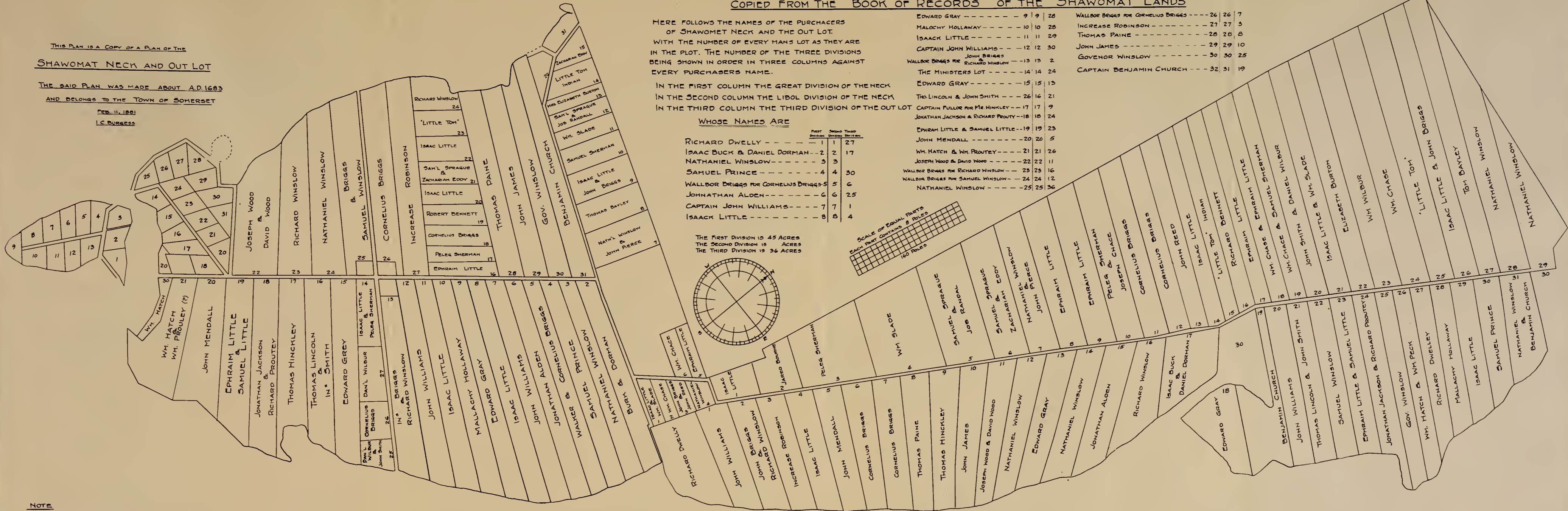
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THIS PLAN IS A COPY OF A PLAN OF THE
SHAWOMAT NECK AND OUT LOT

THE SAID PLAN WAS MADE ABOUT A.D. 1683
AND BELONGS TO THE TOWN OF SOMERSET
FEB. 11, 1881
I. C. BURGESS



SHAWOMET PURCHASE

THE same English legal logic that had ordered the quartering of King Philip as a traitor declared that the lands of all Indians participating in the war should be forfeited to the Colonies. They were to be sold and the proceeds used either to reimburse the Colonies for the war's expense or for the relief of disabled soldiers and the families of those killed.

Lands in this immediate vicinity thus seized and sold included those choice possessions of the Indians, no part of which they had ever been willing to sell: Assonet, Pokanoket, including Mt. Hope, and Shawomet Lands.

Mt. Hope was purchased mainly by men of Boston; Assonet by residents principally of Taunton and Dighton; and Shawomet by men of Plymouth, Marshfield and other contiguous Plymouth colony settlements.

As a means of disposing of Shawomet Lands without charge of favoritism; and possibly of increasing the proceeds; the Shawomet area was offered in a lottery in which 31 full shares were designated including a share for Captain Benjamin Church and one for Governor Winslow. Governor Josiah Winslow was the third generation of his family in succession to be governor of Plymouth colony; and the grandson of the first White Man to set foot on Shawomet Lands.

The gift to Captain Church combined an expression of admiration for that doughty warrior's achievements on behalf of the Colony with payment in part for the financial debt it owed him: a debt which it never came anywhere near paying and which finally ruined him.

Not all of the purchasers received a full share. Some had to be content with a half or a quarter while others had two and three full units. The method by which this division was arrived at does not appear.

The first meeting of the Purchasers was held at Plymouth under date of March 6, 1677, with Samuel Sprague as clerk. According to Sprague's record, and spelling, the purchasers were:

"Richard Dwelby, Isaac Buck, Daniel Damon, Nathaniel Winslow, Samuel Prence, W. Briggs Jr., C. Briggs, Jonathin Halloway, John Briggs, Richard Winslow, Thomas Linkcom, John Swift, Capt. Fuller, John McNuckly, Jonathan Jackson, Richard Pronby, Ephraim Littelle, Samuel Littelle, John Mendall, William Hatch, William Poaks, Joseph Wod, Daniel Wod, Cornelius Briggs, Increase Robinson, Thomas Peirce, John James, Governor Winslow, and Capt. Benjamin Church."

At this meeting of March 6, 1677, it was "voted, as their joint agreement, that the said lands shall be divided into thirty and one shares, whereof one of the said shares shall be laid out in a convenient place for a minister, and to be perpetually for the use of the ministry."

"It is further agreed that the little neck called Boston Neck shall be laid out in thirty-one shares, every man enjoying according to his proportionate interest in the purchase."

"It is likewise agreed that the great neck shall be laid out in thirty-one shares."

"It is likewise agreed that the lands lying in Taunton river from the said neck to Taunton bounds be laid out into thirty-one shares, each share extending from the said river till it crosses to the highway which is to be left between these lands and the two miles that belong to Swanzey."

"As also it is agreed that three men be chose to be a committee who shall have the power to order such prudentials as are necessary for the good of the whole Society as to the setting the bounds between their lands and the lands of Swanzey in the best way they can and to procure an artist to survey said lands to be lotted out and lay them out as aforesaid, making such allowance in quantity to such shares as shall not fall out to be so good land as the

other shares and also to lay out such convenient highways as in their view and survey shall to them seem most convenient."

Captain John Williams, Isaac Little and Thomas Lincoln were chosen to serve on this committee, and they made divisions with each lot of the Little Neck containing five acres, each on the Great Neck forty-five acres and each in the Out Lot thirty-five acres.

For the first three years the Purchasers held their meetings at Plymouth; then in 1680 they transferred them to the home of William Slade, who had taken up his residence at Shawomet to run the ferry left idle by the death of Corbitant, and built a home nearby.

With this year begins the ancient record book of the Purchase, which continued for exactly one hundred fifty years until the final meeting, on June 19 of 1830, when the remaining interest of the Purchasers was deeded in gift to the town of Somerset.

This book is still in existence in the custody of the Somerset town clerk: in a fine state of preservation, with its pages of rag paper not greatly yellowed by age and its ink, from the first entry, as black as the day it was set there by goosequill. While the writing until 1745 is in old English script, requiring familiarity to read it rapidly, every word of it is legible, and from the time its entries begin in the modern Italian script in 1745, gives many satisfactions to the reader.

The book's first entry, made with the flourish of a newly appointed secretary, is on its title page with the following inscription:

"This book was begun in the year 1680 By Increase Robinson, Clark for the Said purchasers."

Robinson's spelling of the Indian name of the land should be noted as varying from that adopted in this history. To him they are Showamet Lands. To later "clerks" the spelling is Shewammock. To a still later secretary, Shewamett. In one or two entries the writer arrives at what is undoubtedly the right rendition of Shawomet. A strange survival of some one's early error is seen on the U. S. Coast

Survey map of 1920 where Brayton's Point is called by a name that never was on land or sea—Sewammock Neck.

Shawomet is the spelling authorized by the U. S. Bureau of Ethnology in its encyclopedia of the American Indian, and therefore the one adopted for this history.

Other spellings reported by the Bureau are Mishawomet, Mshawomat, Shawamet, Shewamett and Shewamet. The definition of the name is given in the encyclopedia as "Point of Land." But it may be profitable to consider Ruttenber's Indian Geographical Names in which he notes that "Shaw" means "side"; "ong" means "hill" and "et" the place where or "at." It is within possibility that tribal usage had slurred the word "Shawonget" originally meaning "at the hillside" to the Shawomet the Whites found in use.

Increase Robinson, although himself a purchaser, did not long remain the Purchasers' clerk, for the name of Samuel Sprague soon reappears in that office to serve until 1699, and he is very early recorded as a holder of considerable lots of land in partnership with Zachariah Eddy.

Zachariah Eddy may safely be supposed to have received his lots by way of payment for service rendered. After the clerk he was the first officer of Shawomet Purchase. At the first business meeting in Plymouth Eddy was appointed constable of the new purchase. He was a former Plymouth settler who had moved to Marshfield. His principal duty at Shawomet purchase, as the records show, was to guard the land from timber cutters who had long regarded Shawomet Lands as ownerless and needed to be taught that owners had arisen.

A heavier problem soon fell on the Shawomet Purchasers than that of protecting their timber. No sooner had they begun to lay claim to their land than it appeared that much of it in the vicinity of the present Swansea boundary was already claimed by, and had apparently been sold to, the earlier arriving Swansea residents. Many an early session of the Purchasers was devoted to untangling this knotty problem, with the dispute generally ending by the Purchasers paying Swansea claimants amounts sufficient to hold the boundary lines set up in the Shawomet Purchase.

The outstanding historical and documentary interest of the records is the establishment and definition of the original holdings under the basic division into thirty-one three-fold shares. These were the outline and framework of the future Somerset, and no written pages can compare with the Plan of Shawomet Purchase included in this volume as a picture of the newborn town.

This plan or map has been prepared by Somerset's town engineer, Henry J. Harvey, from an earlier plan prepared in 1881 by I. C. Burgess, and confirmed by a detail study of the Proprietors' record book. The original purchase map was taken to Taunton in a law case and never traced. It presents Shawomet Purchase as it was divided in 1683, six years after the purchase and three years after the transfer of the Proprietors' meeting place to this vicinity.

It is especially valuable as recording the first buyers of the land from the original owners. These were Thomas Bailey, Robert Bennett, Elizabeth Burton, William Peck, John Pierce, Job Randall, John Reed, Samual Sherman, William Slade, the Indian Little Tom, and Daniel, inheritor of William, Wilbur. The names are here given alphabetically because the sales, being the personal affair of the individual owners, were not entered in the record book and their relative dates cannot be stated.

The apparent tidal river forming an island at the end of Brayton Point in the plan, represents the tidal marsh which was not at first deemed worth owning or assigning, although its value for salt hay was later realized. The same lack of apparent value explains the failure to assign Lot 30 which comprises the marsh still existing above the mouth of the "Creek." This area was named Labor in Vain by the town's settlers because of its uselessness. The unmarked area comprising the present Read Street playground and school lot and the town farm was reserved by the Purchasers to be the location of a town tavern, never built.

New names appearing from time to time in the records, due to their presence at the meetings as proprietors, announce the arrival of additional families as owners and residents: In 1694, Joseph Woodworth arrived; in 1702,

William Anthony; in 1711, Russell Mason, Thomas Stephens, and Oliver Read; in 1712-13 Robert Gibbs, Sylvanus Soule, Abraham Baker and Oabdiah Eddy.

In 1714 new names were Charles Joslin, Edward Simmons, John Pearse, John Cloobus, Major James Brown and Preserved Brayton.

The probability that new owners attended meetings makes this list, however incomplete, an indication of the Purchase's steady expansion. Family records show that the year of Preserved Brayton's first appearance at a meeting, 1714, was the year that he purchased 138 acres of land on the neck which would bear his family's name through coming centuries, from William, son of Isaac Little and there built his first home about a quarter of a mile west of the present homestead, on the west side of Brayton Avenue. This farm 160 years later would be crossed by a railroad and edged by Slade's Ferry Bridge.

On the other hand, Jonathan Bowers, who arrived and took over Bowers Shore in 1694, is not mentioned for years in the record. Nor are the Perrys, although there is a Perry cemetery at the foot of Simms Avenue whose only decipherable headstone indicates it had been much used by 1725.

Buyers and settlers of the Purchase came from all sections. Brayton, Bowers and the Perry's, like William Slade, came from Newport. John Pierce was from Rehoboth, Thomas Buffington from Salem. Sprague, Eddy and the Little's were from Marshfield. James Brown was from Swansea, the Chace's branched from Warren through Swansea. William Wilbur was from Portsmouth, the Luther's from Taunton. Road and the first Shove's were from Free-town. The Sherman's were a Rhode Island family. Other regions were doubtless represented though not traced. Predominantly they were from Pilgrim Colony territory; and like the new Assonet and Bristol settlements the Purchase was placed under Plymouth's administration in an order issued the year of the purchase.

In March of that year, 1677, the General Court decreed "that Wannamoisett and parts adjacent thereto shall there-

after be known by the name of Swansea and that Captain Thomas Willett, Mr. Paine Sr., Mr. James Brown, John Allen and John Butterworth have the trust of admittance of the town's inhabitants and disposal of the land therein. All but Thomas Paine were residents of Swansea, Paine being one of the original Purchasers and Major James Brown, the successor of Myles Standish as commander of the Plymouth Military, a proprietor by 1683.

On June 2, 1685, the Old Colony was formed into Bristol County by the coalition of Taunton, Swansea, Rehoboth, Freetown, Dartmouth, Bristol and Little Compton.

The laying out of main highways, the fencing of highways and by-ways, the guardianship of private timber and of the public timber on the lot assigned for school purposes, and the establishment and maintenance of a school, fill the written record of Shawomet for upwards of a century. Before the century's end the names of Brayton, Bowers, Slade and Gibbs are predominant in the moderators, secretaries and committees chosen. By the turn of the century the meetings grow briefer, scarcely more than routine. The common interests of the heirs and assigns of the original Purchasers are dwindling.

Finally, on May 22, 1830, a warrant is issued for a meeting of the Purchasers to be held on June 19:—

“To show their minds whether they will reconsider a vote passed at the previous Proprietors' meeting to lease the Proprietors' land to the Town of Somerset.

“To show their minds whether they will Deed said land to said town and to act on all matters that may properly come before said meeting.”

The warrant is signed by Edward Slade, Eber Chace, David Buffinton, Nathaniel Mason, Lemuel Chase, Elisha Slade, Asa Pierce, Jonathan Buffinton, Jonathan Slade, Benjamin Buffinton, David Earle, and attested by David Buffinton, clerk.

At the meeting thus warranted for June 19, 1850, Samuel Gibbs being chosen moderator it is:—

“Voted to deed the proprietor’s Land to the Town of Somerset and that the deed should be without an consideration, or as a deed of gift.

“Voted to choose a special Committee to give a deed to the town of Somerset on behalf of the proprietors.

“Voted to choose Captain Elisha Burgess, Edward Slade and Eber Chace to give the inhabitants of the said town a deed of the Shewamet Purchase.

“Voted that the above named Committee be empowered to give a deed of gift to the inhabitants of the Town of Somerset in behalf of the Proprietors, the deed to be executed on or before the last day of July next and the Proprietors’ Records be kept at the Town clerk’s office.

David Buffinton,
Proprietors’ Clerk.”

This is the last entry in the record book. Shawomet Purchase had passed into history.

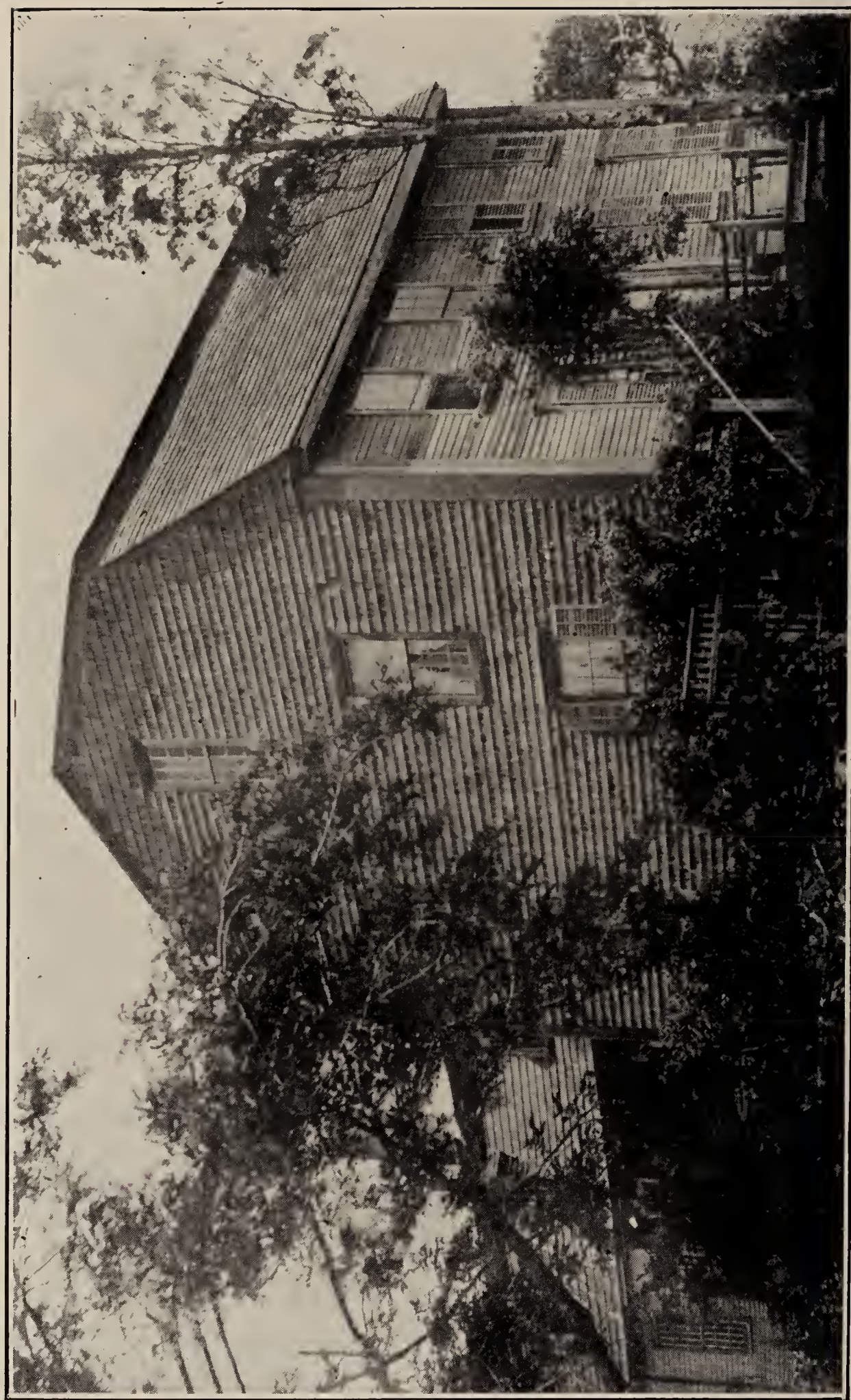
1675-1775

THE century between the outbreak of King Philip's war at Swansea on June 19, 1675, and the Revolution's first battle at Concord and Lexington on April 19, 1775, saw Shawomet Lands grow from a deserted Indian village to a Colonial town of nearly a thousand inhabitants.

Like all New England, it began as an agricultural community and however it branched out industrially or commercially, it remained agricultural. The settler on a farm needed no capital but his axe and his farming tools. The labor of his neighbors helped him frame his house and raise his barn. The process of building these cleared his land if he needed it cleared, and as a byproduct gave him his first pay crop for market.

As near as Newport there was a good market for hewn logs and firewood. Providence, Boston, New York, the South and the West Indies took as fast as vessels could be found to ship them, oak lumber, cedar logs and cedar poles for fences, fir boards, masts, tan bark, pitch, tar and barrel staves. Staves had the best market of all, being so needed in England that no pioneer ship could sail without bond to return as many new barrels as it took away with supplies. John Alden came to Plymouth with the Pilgrims because they had hired him as a cooper.

Another immediate crop which Shawomet settlers could market was hay. Even thus early the thickly settled areas, and those engaged in occupations on the sea, had to buy much of their hay and grain. Two natural crops of hay were found in Shawomet; fresh meadow hay and salt meadow hay. To this the settlers soon added plantings of English hay, usually timothy, sometimes mixed with orchard grass and clover. Haying, like house building, was usually done by exchange labor between the farms, dates being



JONATHAN BOWERS' HOUSE — FIRST HOUSE IN SOMERSET

mutually arranged, with special references to salt hay which had to be cut at low tide.

Where the land owner had capital and extensive hay-fields he hired workers. The pay for mowers was eighteen pence a week. Four oxen and a man could be hired for five shillings sixpence a day; six oxen and a man for seven shillings, and eight oxen and a man for eight shillings. If this seems small pay, it may be noted that there is a record of land in Rehoboth being sold at about this time for eight pence an acre. It did not require more than a season's hiring out for an ambitious young man to acquire enough money to buy a farm for himself.

If the settler had capital he stocked his place with a full variety of livestock. Well before King Philip's war the farms of the Old Colony had horses, cattle, oxen, sheep, hogs, geese, and hens. These, except the sheep, furnished additional material for commerce in meat with other communities and with those industrially occupied at home. Sheep were seldom eaten in the first century of Shawomet, being carefully bred and kept for their all-necessary wool. Pork, beef, horses and corn had a ready market as far away as Virginia and the West Indies. Fish, salted, was shipped regularly to England, France and Spain.

With the coming of livestock, if not for the clearing of hay fields, wall building began. The whole reach of Somerset is within a terminal morain where the retreating glaciers of the ice age dumped their cargo of loose rock torn from the mountains to the north or ground from local ledges. Clearing these from the land was a task that used up the late fall and winter for the settler, his sons and his neighbors, and furnished another source of income for the landless. The going pay for wall building in the late 1600's was fifteen cents a rod for the ordinary field wall, upwards for finished wall.

The land was prepared for clearing by mowing with a brush whip, a stubby wooden handle set at right angles with a sturdy blade. Swung with full force the brush whip would cut down even sizeable saplings. The rocks from the denuded

land were then carried by hand or drag to dumping piles. Here the wall builders took them.

The wall builder worked with bare hands for the better and surer manipulating of the stones. His hands needed to be tough and he toughened them by soaking them in brine and then charring bits of woolen cloth, by laying them on hot steel, and rubbing the charred remains into his palms and fingers.

Where set with the approval of town authorities, usually the fence viewers, these walls were accepted as legal boundary lines and many of them still serve as such in today's land titles. That not all lots were bounded with walls is shown by repeated votes in the Record directing owners to fence their land where it faced on a highway. So essential did this seem to the common good that a person building fence was allowed to cut his posts and poles from any owners' land along the way.

The course of the original roads in Somerset can be traced closely by reference to the Shawomet Purchase plan of 1683. Votes entered in the Record carefully reserve the road, now County Street, thereon laid out from the northern boundary to Swansea street, now called Buffinton. Here it deflected to the west of the present Buffinton Green and swung up the course of Buffinton west to Prospect, following the course of Prospect street to the present Read street, and thence up Read street to the Swansa line. The highway down on to the neck followed the course of the present Brayton Point road.

The east and west road laid out across the Point is identical with the present Wilbur avenue and, passing as it did, the land of one of the first purchasers, Daniel Wilbur, was very early known by his name. From the eastern end of this Wilbur road a roadway early grew to connect with the ferry and form the curving highway later known variously as Wilbur Avenue, the Warren road, and Route 103.

Brayton Avenue was later laid out to connect Read street with Slade's Ferry and is probably the original Indian trail

to Corbitant's ferry. Wilbur and Brayton avenues are among the first roads in the Purchase growing out of use rather than planning. Early in the Record a vote appears for another road which experience had found desirable: the road now called North Street, to connect Town Landing with the old Indian road, Elm Street.

Anyone comparing the Somerset map of today with that of the original Purchase must be impressed with how well, in general, the Proprietors foresaw the pattern of its future growth. Particularly interesting is to note the conformity of its east and west residential streets with the lot lines on the original plan.

The key to the history of Somerset lies in the pattern of walls slanting in parallels down its eastern slope, and the little docks between them at the river front. These walls mark the boundaries of the early farms. The docks are the wharves which each landholder very early built to load at his own dooryard for shipment near and far the crops he had raised. These docks and the little sloops and schooners built to serve them, by the farmers themselves or by such enterprising families as the Gibbs', Walker's, Weaver's, Slade's and Brown's, were the beginnings of Somerset's fleets and the foundation of the capital with which the town has met the opportunities of its successive eras. These all but countless little docks are the monuments of the founders.

Within twenty years of the first settlements in Shawomet, three villages had begun to define more or less the future three precincts of the town. These were the loosely clustered farmsteads of the Point, the settlement at the future Egypt, and Bowers Shore, the future Somerset Village.

First of these in time was Bowers shore, which followed the arrival of Jonathan Bowers, to establish a ship yard.

The fame of the white oak forests of Shawomet and lands adjacent made so strong an impression in England that by 1693 Thomas Coram had arrived in Dighton to represent one English firm in building ships; and Samuel Lee from New York to represent another. Coram began building in

Dighton in 1693 and remained ten years. Before he left, Samuel Lee had settled on Brayton Point and had his first ship on the ways on the shore of the river that would ever afterwards bear his name.

It would have been strange, therefore, if Jonathan Bowers, trained in shipbuilding on the Clyde and come to Newport with several thousand pounds to set up for himself, had not been attracted to the same region.

William Slade, at the ferry, had known Bowers in Newport and they must have discussed the matter together before Bowers arrived one summer's day to pick up Slade and go exploring for a site. They went up the bay and the Taunton as far as the Assonet river, investigated that, the Broad Cove and other shores and decided upon the stretch of future Somerset shore from the present Shellac works to the neighborhood of the later railroad station as the location for a shipyard. This area would be known for centuries to come as Bowers Shore.

Jonathan Bowers' first visit appears to have been in the year 1694. The next year, he returned, built a home and settled there with his bride. This house, built on Water Street, now Main, was the first frame house in the Village, and was soon followed by seven others on the same street, occupied by employes at the new shipyard.

In view of the universal skill of the early Colonists as shipwrights it is not probable that he had much difficulty in assembling labor. One unique source of manpower was available immediately at hand in the squatter residents of the sandy bluffs just around the point to the south. These were soldiers of King Philip's war who either had lost their homes and families and had no place to go, or had left the war informally and couldn't go home. A considerable colony of them had made themselves dwellings, like cliff swallows, in the bluffs. Some of them had hollowed into the hill until they had two-room abodes, reinforced with logs and stone to prevent caving. Here they had dwelt for several years, getting farm products from the Quaker Indians nearby and furnishing the Indians in return with game killed by guns

which the Indians were not allowed to have. How many of these cliff dwellers went to work for Bowers is not known, but after his coming their squatter settlement soon dissolved.

Jonathan Bowers' first vessel was a sloop of 40 tons which came off the ways in the year of his arrival, 1695. In 1697, his yard produced the town's first ship. No list of the vessels he built exists. He built to sail as well as sell, and by 1735, when he died, had become one of the foremost merchants of New England, with a fine reputation and large credit throughout the Colonies.

Water street, which no longer exists, became the center of a thriving village. It was on Water street that the town's first industry other than shipbuilding was started. This was Somerset's first pottery, which was started in 1705. In 1715, the Village's first dock was built as the location of a try works with a fleet of small vessels bringing whales and smaller oil-producing fish from nearby waters. This dock later became the Mt. Hope Iron Works dock.

Before his death, Jonathan had built homes, considered very fine for the times: for David, the later "Black Block" in Bowers Lane; for Philip, the house still standing on South Street; for Jonathan, the later Avery Slade house on County Street; and for Henry, the house now known as the Burgess House. His own house, on Water Street, he left to Benjamin. This was the Isaac Pierce house which stood until 1915, serving in its later years as the town's police station. For his sixth son, Jerathmel, he would build no house, having fallen out with him.

Benjamin succeeded his father at the shipyard. Henry concentrated on commerce and built his father's business to new dimensions and prosperity. It was during his career that many village wharves were built; storehouses were erected, Main Street laid out, the first rope-walk built, and many of the ancient elms of the present Village planted. Under him an extensive trade grew with the South and West Indies, and ships sailed regularly between England and Canton and Bowers Shore.

Gratitude is due the memory of Avery Slade, who knew

men who had known the Bowers', for the information concerning them which his well known reminiscences preserve. The family were the founders of Somerset Village and the sponsors of its phenomenal early growth.

But growth at the other end of the town was steady and important, if not sensational. The Point was a normal agricultural community of early New England type, with broadening farms, a shipyard of its own, vessels often under construction all along its shores, the activity of through traffic across Slade's ferry, and a constantly increasing population.

In 1680, the same year as William Slade, Zachariah Eddy had arrived to take up actively his duties as constable and settle on land near Lee's river at the present crossing of Read Street into Swansea. His descendants at the end of this first century numbered 31.

In the same year, William Wilbur of Portsmouth had bought two lots along the road which now bears his name, and by 1710 his son, Daniel, having inherited the property, had settled there.

By 1707 Samuel Lee had begun launching a rapid series of vessels from his yard on the back of the Point, beginning with a ship of 120 tons, a large craft for the times. In 1708, he launched a brigantine of 50 tons and a ship of 170; the next year, two brigantines of 50 tons each, and in 1712 a sloop of 80 tons.

In 1714, Preserved Brayton, first-comer of the family thenceforth to be identified with the Point and all the surrounding region, arrived from Newport and built a home the stone foundations of which are still to be seen a little way up the hill from the later Homestead. His wife was Content Coggeshall, granddaughter of John Coggeshall the partner of William Coddington who had led the Portsmouth group which had founded Newport and who had been the almost successful rival of Roger Williams for control of Rhode Island. By the end of the century they had fourteen descendants of the Brayton name living within the Purchase.

Some twenty other families named in the preceding chapter had arrived early in this century and by its end there was a total of 68 different family names within the territory of the Purchase.

In 1729, William Slade died, the operation of the ferry passing first to his brother Jonathan and on his death to Jonathan's nephew Samuel, who in addition to attending the ferry managed a farm and ran a blacksmith's shop. When William's wife, who lived to the age of 97, died in 1761 there were 435 descendants of these two first settlers, living mostly in the Purchase.

Meanwhile, the central section which would later be called Pottersville was beginning to grow. Benjamin Weaver was very early a large landholder in this section, with his descendants engaging in shipping. By the end of the century families located here included Sherman's, Chace's, Luther's, Read's, Davis', Gray's, Butterworth's, Buffinton's, Wood's, Bourne's, Purington's and Gibbs'.

Captain Robert Gibbs arrived in Shawomet sometime before 1730 and built on the main road, now County Street, at the head of the lot now occupied by the Pottersville School and playground. The Gibbs family concentrated on coastal shipping, at one period owning eleven vessels registered from Somerset, with four members, representing three generations, ship captains.

In this future Pottersville section was located in 1701 the first church building built within the area of the future Somerset, the Friends' Meetinghouse, not far up the hill from Egypt on the location occupied by the present Friends' Church. This was attended by dwellers of all sections, as will be seen in the account of this church in a later chapter.

In 1728, the first school, financed by the proprietors, was organized. This was for a time held at homes in the three sections of the Purchase; then, from 1734, in a school-house "near to Mr. Robert Gibbs by the highway." There was already at the Village a private school supported by the well-to-do families there; but this was the first public school within the area of the present town. Its location was on

the west side of County Street just south of the old Pottersville school, now abandoned.

As the century ended, the first Massachusetts census was recording the population of Swansea as 1840. From the Swansea and Somerset figures of a few years later it would appear that an approximate half of this figure lived in Shawomet Lands. It was a substantial and vigorous community which watched the train of events, and contributed its own defiant part to them, leading to a break with the Old Country.

NOTES ON FIRST CENTURY

THE story of the cliff dwelling squatters in the bluffs above Bowers Shore is found in the "Sketches of Somerset Village" published in 1884 by Avery Slade, descendant of William Slade and born in 1818 when traditions of the previous century were still vigorous. Of them he says:

"When Jonathan Bowers first landed on this shore, the river bank rose much more abruptly than it does at present, and was dotted with huts and cabins of the most primitive type.

"These structures consisted of an excavation made in the bluff, and were lined and arched with walls of rough stone, and supplemented by a room in front, made of round logs, notched at each end to keep them in place, thus forming a sort of vestibule to the less exposed apartments. Whether this appendage was intended for use or ornament is not definitely known, but probably both. It was made tight in winter by filling the crevices with clay; and perfect ventilation was secured in summer by its removal. This room was sometimes used for a dining room, but generally as a reception room for neighbors and friendly Indians. From the centre of the rear apartment a hole in the ceiling was made, and from hence upward through the earth to the surface, which constituted the chimney.

"The occupants of these rude habitations were mainly refugees, or deserters from the ranks of Captain Church, who had been fighting against Philip. Fish and game were abundant and easily trapped, and from this source they drew their principal subsistence. The hill lying South and East of the Dublin schoolhouse was covered with a primitive growth of white pine, and was inhabited by a remnant of a tribe of friendly Indians, who were afterwards called Quakers because they refused to take up arms for or against

Philip. Where openings were found in the forest they planted corn, and supplied the new settlement with seed which enabled them to add the luxury of corn bread to their liberal rations of fish and game.

“A hole cut in the surface of a flat rock, in which they pounded his corn, remains to this day (1884) and pestles of stone and arrowheads were frequently found in this vicinity by the early cultivators of the soil.”

A large stone pestle was found on the high school playground when it was graded in 1938.

BUFFINGTON'S CORNER

While there is no knowing when the name of Buffington's Corner first became habitual with the town, its residents descended from a dweller in Shawomet who was here sometime before 1729, the date of his tombstone in the Bourne cemetery, and whose son bought land at the Corner, lot 24, as early as 1712.

This first of the Buffington's "with a G" was Thomas, a man with a personal history which is one of the town's traditions.

He was born in Scotland, and when a young man was seized by a press gang and forced aboard a British man-of-war bound for the New England colonies. When the ship reached this side and put into Salem harbor young Buffington was determined to escape from the bitter slavery of the impressed sailor and on a dark night escaped the sentry's eye and slipped overboard and swam ashore. Death was the penalty if he were seen escaping or afterwards apprehended, but the first man to whom he was forced to speak as he lay exhausted and hungry under a haystack when morning came was a Quaker who assisted him to dry clothing and food, hid him until the ship left, and then helped him find a job.

Thomas repaid the country which had given him sanctuary by serving in the Indian wars, and afterwards married a widow, Sarah Tidd of Salem, who inherited a substantial property from her father.

He now settled down to practice his trade of mason but his experiences were not over. Going into Salem town

one day he was pulled off his ox team by the authorities and taken to court charged with practicing witchery. He asked the officers who had complained of him on this charge and they pointed out a woman sitting in court. He walked over to the woman and laid his ox whip on her until she ran out of the court and he, following, laid on the ox whip whenever he got the chance. Then, according to the custom of those days, the officers went up and down the street asking each person whether he was for Thomas or against him. So large a party clustered around Buffington that the officers did not dare touch him.

Thomas Buffington's first residence in Somerset is said to have been a log cabin. When his son Benjamin followed him to Shawomet and bought 60 acres of John Blethen he assisted Benjamin in building the first house at the Corners, which had a rear wall of field stone which was torn down in 1884 and used for the foundation of the 1885 high school building.

The son, Benjamin, was called to the ministry of the Friends Church in 1731, and served it for 29 years, until 1760. He was killed by the falling of a beam while raising a store for Henry Bowers. Benjamin's grandson Jonathan built a grist mill which stood where the later Buffington icehouse, now gone, once stood. This Jonathan's son built the foundation for the town's first rolling mill and several of the town's docks, including the long wharf in front of the Peterson house.

TOUSSAINT L'OUVERTURE

Henry Bowers is noted in one reminiscence of the town as a large owner of slaves. Sometime after 1760, one of Henry Bowers' captains brought him a splendid young black captured in Africa and reputed to be the son of a native king. There was something in the mien of this spirited black which made the neighbors uneasy and they finally prevailed upon Bowers to get rid of him, which he did by sending him on one of his vessels to the West Indies.

Some years later the same captain, on another trip to the West Indies, determined to visit Hayti and meet the

Toussaint L'Ouverture whose military skill in leading a rebellion and setting up a Republic had won the world's acclaim. When he came face to face with the liberator the Somerset captain recognized him. Toussaint L'Ouverture was the former slave of Henry Bowers.

As great and wise a governor as he had been an able general, Toussaint had given his new republic a code of laws and a system of education, and had embellished his career with philosophical writings which had attracted attention in France and may still be read with profit. In the interval between his Somerset days and the captain's visit he had been sent out by his master to school in France, trained in letters and military science and returned to lead his people to freedom. His first name was given him by his French master: the second L'Ouverture was a title of honor meaning, "The Liberator."

At Toussaint's death John Greenleaf Whittier wrote a poem of stirring tribute, including the lines:

"For the time shall come
Yea, even now is nigh
When everywhere thy name shall be
Redeemed from color's infamy;
And men shall learn to speak of thee
As one of earth's great spirits, born
In servitude and nursed in scorn,
Casting aside the weary weight
And fetters of its low estate
In that strong majesty of soul
Which knows no color, tongue or clime."

MILES' BRIDGE

One hundred fifty years after its incorporation, the town still helps to support a bridge between two other towns across a river that nowhere touches Somerset. This is the Miles' bridge across the Palmer River, twice replaced and still, and probably forever, a liability under the terms of the charter of 1790.

As early as 1736, there was a wooden bridge across the Palmer River referred to in the records as "Miles' Bridge

in a country road." By 1749 this original bridge had fallen into decay, and the town of Swansea representing to the legislature that it could not afford the expense of repairing it, the legislature on December 11 of that year authorized a lottery for the amount of twenty-five thousand pounds, old tenor, to rebuild it.

Ten per cent of the subscriptions to the lottery was to be paid out as prizes. "And in order that there may be no bubble or cheats happening to the purchasers or drawers of the tickets" the Town of Swansea was made answerable to the purchasers for "any deficiency or misconduct of the managers according to the true intent of lotteries."

In the act incorporating the town of Somerset it is specified that "the inhabitants of the Town of Somerset shall forever hereafter support and keep in repair their proportional part of the bridge known by the name of Miles Bridge in the proportion that the Town of Somerset and and the Town of Swansea now pay on the present valuation."

The lottery bridge was replaced in 1876 by an iron bridge seventy-five feet long. In the hurricane of 1938, this bridge was washed away. A new one was built by the State.

THE FIRST SCHOOL

The Proprietors early set aside a school lot of several wooded acres running down the hillside easterly from the Highway (later County street) and adjoining the south side of the land of Captain Robert Gibbs whose property is now partly occupied by the Pottersville School

Dates of the first schoolhouse there, and of the first teacher, have to be inferred because the Record of the Purchasers is silent until January, 1734, when the teacher is reimbursed for buying boards and nails and repairing the schoolhouse at his own expense.

This is the first time the Record calls him by name but from then on "the schoolmaster William Hart" appears many times. An entry in the Record enjoins all to "cut no wood on the school lot except for firing and fencing;" the "proceeds of hiring out the school lot are to pay into the treasury for our schoolmaster."

The proceeds were not up to expectation. On February 11, 1743, appears an entry: "Received of the Purchasers and Proprietors full satisfaction for my salary for about fifteen years last past as schoolmaster for Shewamock purchase only remaining, due me the sum of fifty pounds, sixteen shillings and eight pence Old Tenor to Dec. 27 Last. Witness my hand Wm. Hart."

This makes the date when the first school teacher in Shawomet Purchase began his work somewhere in the early winter of 1728. Whatever the character or date of the first schoolhouse it served only a part of the year as a school building, although evidently all the year as the schoolmaster's home. At the beginning, there were three school districts, indicated in the vote of May 27, 1758, that the schoolmaster, "shall begin the school the first four months at the middle school (his home), the second four at the upper school house (apparently a selected private home), and then compleat his year's service at the lower schoolhouse."

It is also voted at this time to repair his house, and on January 15, three years later, it is voted "to build a schoolhouse near to Mr. Robert Gibbs by the highway 15 feet square with a chimney."

William is getting sixty pounds a year, now, when he gets it. All his acknowledgements of salary received show a balance remaining due. In 1751, he tried for a salary increase, allowing it to be put to a vote before the Proprietors "whether William Hart the schoolmaster should have one hundred fifteen pounds for the year ensuing." It was, says the Record, "Voted in the negative."

In 1761, he is still teaching, but his signature, once marked by a fine flourish, is getting shaky. Then no entry for a year; and then in February of 1763, the Proprietors appoint Benjamin Slade, Samuel Slade and Israel Brayton a committee "to hire a schoolmaster or schoolmasters or school mistress at a price in their judgment," and that the widow, Mary Hart, have the use of half the schoolmaster's house to live in.

WEETAMOE

In February of 1676, the Rowlandson garrison house at Lancaster was attacked by the Indians, and Mrs. Rowlandson was captured and sold to Quinnopin who gave her to Weetamoe as a maid. Mrs. Rowlandson was well treated and able to observe calmly all she saw. After her ransom she wrote of Weetamoe:

“A proud dame she was; bestowing every day in dressing herself near as much time as any gentry of the land: powdering her hair and painting her face and going with her necklaces, her jewels in her ears and bracelets upon her hands. When she had dressed herself her work was to make girdles of wampum and beads.

“She had a kersey coat, covered with girdles of wampum from the loins upward. Her arms from her elbows and her hands were covered with bracelets. There were handfuls of necklaces around her neck and several sorts of jewels in her ears. She had fine red stockings and white shoes, her hair powdered and her face painted red.”

FRIENDS' MEETING HOUSE

WITH so many of the settlers of Shawomet, and of the firstcomers to Swansea at Gardner's Neck, members of the Society of Friends, the dominant religious group of the region was, next to the original Baptists, the Quakers—to use the name which by long tolerance of the Friends themselves has grown respected of all the world.

The Rhode Island Quarterly Meeting was the meeting for this area, and it appears to have been gathered at Warren when, on the 13th day of the 8th month, 1732, Samuel Aldrich, one of the Friends appointed to inspect into the capacity and circumstance of Friends having a Monthly Meeting settled at Swansea (now Somerset) made report that he had been among Friends there, “and find them very unanimous therein, and is of the belief that it may be of service.”

“This meeting therefore agree that a Monthly Meeting be settled in Swansea, to be held on the first Second-day of the week in each month, and that those Friends who dwell on the northward of Tiverton, and are belonging to this Quarterly Meeting, shall be under the care of said Monthly Meeting in Swansea.”

In pursuance of this authorization the present Friends' Church of Somerset began its existence as recorded in the minutes of its first clerk, Thomas Richardson :

“And in confirmation to the Quarterly Meeting order and settlement as aforesaid Friends have met. At our Monthly Meeting held in Swansea, the 6th day of the 9th month, 1732, and also settled our Preparative Meeting on the fifth day before the Monthly meeting and also appoint John Earle clerk.”

But long before this, the Quakers of Swansea and Shawomet were meeting regularly nearer home, and by 1701 in a Meetinghouse of their own on land owned by John Shaw, later by Thomas Earle. By inference there would appear to have been a Meetinghouse previously to this, but it is definitely recorded that on October 9, 1701, a committee was appointed to see about erecting such a building in the region then known as Wickapimpset, now Somerset Centre.

The building which this committee proceeded to build was the first church structure in Shawomet Lands. At the Quarterly Meeting of the next January, 1702, a collection was taken to defray the cost of the Meetinghouse which had been finished and was in use. Six years later, the land on which it stood was purchased from Thomas Earle on behalf of the Meeting by a committee composed of William Anthony, Richard Borden, Joseph Anthony Jr., Thomas Hicks of Portsmouth and Joseph Wanton of Tiverton.

On this site the Friends' Church of Somerset still stands, with the addition of a quarter acre purchased later of Eber Chace. On this enlarged lot the main part of the present church, 45 feet long, 30 feet wide and 18 feet high, was built in 1746-1747 at a cost of 759 pounds 19 shillings; a commodious building and a large investment for a church two hundred years ago.

This building, enlarged in 1872 and again in 1889, and altered and renovated from time to time, is the one now in use by the Friends' church, with close to two hundred years of age and service.

The congregation in the early building sat with the men on one side of the meeting room and the women on the other, with shutters dividing the two sides. The seats were high-backed and uncushioned. There was no heat. Until about 1885, there was no singing and this building in its early years frequently witnessed meetings in which the whole congregation sat throughout with no one moved to utter a word until the ministers and elders on the rising seats facing the audience rose to signify the meeting's end.

The burial ground in the rear of the building has many graves which in accordance with the humility of the early Quaker faith were not marked at all, and others that are marked by small undated stones. Others have stones bearing the names of persons noted in the early history of the Friends and the town.

Swansea Friends' Meeting kept to the system of resident ministers from among its members until shortly before the death, in 1907, of Obadiah Chace, at the close of exactly sixty years as minister. This span of service, remarkable though it is, was equalled by Theophilus Shove in his ministry from 1736 to 1796. The first Benjamin Buffinton ministered twenty-nine years; the second forty-five.

The full list of ministers is a memorial of leading early families of the town as well as to lives of service. They were, with dates so far as known:

Abraham Chase, 1727—; Sarah Chase, 1730—; Benjamin Buffinton, 1731-1760, Job Chase, 1733—; Isaac Chase, 1733-1750; Theophilus Shove, 1736-1796; Israel Buffinton, 1753—; Hannah Chase, 1764-1775; Patience Brayton, 1768-1794; Philip Chase, 1870—; Jonathan Chase, 1781-1824; Stephen Slade, 1784-1803; Benjamin Buffinton, 1784-1829; Abigail Lawton, 1802—; Daniel Brayton, 1806-1836; Mary Buffinton, 1820—; Mary Shove, 1838—; Obadiah Chace, 1847-1907.

In 1894 the church adopted the pastoral system, with pastors to date as follows :

Frank E. Jones, 1894-1901; Mead A. Kelsey, 1901-1905; Jesse McPherson, 6 months; George B. Evans, 1906-1910; Oscar Mostrom, 1910-1912; Frank E. Jones, 1912-1926; William C. Hartnett, 1926-1931; Augustus W. Benedict, 1932-1937; Cecil E. and Mary P. Pearson, 1938-1939.

In Patience Brayton, minister from 1768 to 1794, Friends' Church possessed one of the unforgettable characters of this town: its first anti-slavery champion, and its first author whose writings appeared in book form.

The book, which the Meeting published in her memory in 1801, is a paper-bound volume of octavo size, with 142 pages. According to its title page it is: "A Short Account of The Life and Religious Labors of Patience Brayton, late of Swanzeey, in the State of Massachusetts. Mostly Selected from Her Own Writings." It begins with an affectionate and admiring "Testimony" in the form of a short biography by the church, signed by its clerks, Daniel Brayton and Mary Earle. Following this are her reports on her travels, letters between herself and her husband and friends, discussing her work, and an address to King George III urging him to banish slavery from the British Kingdom.

Patience was the wife of Preserved Brayton, grandson of the Preserved Brayton who bought and settled on the Point in 1714. She struggled long with the problem of embracing her husband's religion before agreeing to marry him. But so thoroughly was she converted that almost immediately thereafter she was made minister of the meeting and followed its teachings wherever they led, in spite of a frail body and constant ill-health.

She began her anti-slavery work by persuading her husband to free his slaves. Others followed Preserved Brayton's example and in 1771, thirteen years after her marriage, she felt the call to larger fields. With the Meeting's approval, and the consent of her husband, which was no small sacrifice on his part since he was himself in poor health, she set out that year to visit every Friend's Meeting the whole length of the Atlantic coast, a journey which took over a year.

Her reports show her often homesick and ill, but always keeping on, until she thought her mission done and she returned home in 1772. The next year a second calling took her throughout New England; and finally, in 1783 she set out on a journey to England where she staid four years waiting for an audience with George III and visiting the Friends' Meetings of the Kingdom. Failing of the audience, she addressed a memorial to the King and sailed for home, to spend the last six years of her life with her church.

The address to the monarch who had but lately lost the land she hailed from is full of fervor and the eloquence which must have made Somerset's first anti-slavery champion a powerful influence.

PETITION TO GEORGE III
FROM PATIENCE BRAYTON

May the Almighty God save the King, and establish thee and thy seed after thee on thy throne here, and enable thee so to walk, as that when thou hast done with all things on this side of the grave, admittance may be obtained into the kingdom of everlasting rest and peace!

I have often thought of thee in my native land, and since my residence here have had to behold how the Lord on high hath blessed thy kingdom beyond other kingdoms of the earth; and earnest desires have been raised in my heart for thee, that thou mayest be the chosen of the God of heaven, to shew kindness unto those who are in distress; particularly by stopping the progress of slavery, and promoting the freedom of the enslaved Negroes in thy dominions, as far as lies in thy power; so that thy righteous acts may never be erased from remembrance as long as the world endures—that he by whom kings reign and princes decree justice, may delight to establish the kingdom over-which thou presides, in righteousness, and that a door may be opened for other nations concerned in that unrighteous traffic to follow so laudable an example.

The hearts of all men are in the power of God, and he by thy means may turn the hearts of other princes to feel for those highly injured and deeply distressed people, so as to rise up and unite in the same benevolent design: and it is my faith, that the first of them who shall publicly assert their cause, and open a door for their deliverance, the Lord of the whole earth will distinguish by his peculiar favour, and give to rejoice in the experience, that it is indeed righteousness alone that truly exalteth a nation.

I had to believe several years before I left my native country, that the Lord would give thee an offer to take the lead; but that if thou refused, he would chuse another to set up the standard of righteousness on this occasion, wherein so large a part of the inhabitants of the earth are concerned; many of whom are now groaning in thy dominions under oppression sufficiently grievous, as I have thought, to affect the hearts even of the most obdurate.

Mayest thou, oh King, be earnest in supplication as one formerly was, whom the Lord Most High called his servant, who said, "Take from me a stony heart and give me a heart of flesh," that as Christ has declared, "They that ask shall receive," thine may be tendered and enlarged to desire and promote the good, not only of thy own people, but of the nations around thee; and that thou mayest be enabled in the time of extremity, to which we are all approaching, to appeal to the searcher of the heart as good King Hezekiah, did, "Thou knowest how I walked before thee, with a perfect heart, and have done that which is good in thy sight."

To be thus conscious, that thou hast not turned a deaf ear to the cry of the poor and distressed, will then be an experience far more enriching than any which the splendor of a temporal crown can afford; because he the King of Kings and the Lord of Lords hath said, "Blessed are the merciful for they shall obtain mercy." Oh King, thou art entrusted with great ability to do good under him, who of one blood created all nations, not to oppress and destroy one another, but to lend a hand of assistance where it is needed in our several stations; that looking down on the mutual kindness and endeavour of his children to promote each other's happiness, he may delight to open the windows of

heaven, and to add to the temperate enjoyment of his temporal gifts, the blessing of his divine saviour.

Under the influence of this, as I have been sometimes led to pray for thy prosperity, it hath been opened to my understanding, that the Lord did love thee, and that if thou wert faithful in the promotion of righteousness, he would bless thee as he did King Solomon, with both spiritual and temporal riches, the dew of heaven and fatness of the earth; for the earth is the Lord's, and the fullness thereof, and he giveth it unto whomsoever it pleaseth him. It is the righteous who are to enjoy it as an inheritance from him, and delight themselves in abundance of peace; and oh that thou mayest be of the number, by promoting an extension of mercy to the injured and oppressed Africans.

In the hours of solid retirement I have been often much affected in viewing their distresses, and since I have been in this nation, have believed it required of me as a duty to lay their deplorable case before thee, intreating thy interposition on their behalf; that in the day of inquisition for blood thou mayest stand clear in the sight of God, by whom not the sayers but the doers of the law will be justified; those who obey his injunctions will partake of his promises, and such as sow plentifully in faith, will reap accordingly in peace and joy.

So wisheth my heart for thee oh King!

Be pleased to accept favourably this disinterested Petition; and remember that the Almighty Ruler of the universe, though heaven is his throne and the earth his footstool, is not unmindful of the poorest among men, but graciously condescends to hear and answer their petition, having declared that "for the cry of the poor and sighing of the needy he will arise."

PATIENCE BRAYTON.

London, 23d of 7th mo. 1787.



HENRY BOWERS - JOHN A. BURGESS HOUSE



JOHN BOURNE HOUSE "1720-1730"

THE REVOLUTION

THE Lexington alarm which reached the Taunton's shores in the early evening of April 19, 1775, brought no great surprise. The same Minute Man organization which had turned out that morning at Lexington Green and Concord's Old North Bridge existed in every Bristol County settlement. Men of Bowers Shore, Brayton's Point and Egypt, as well as of the rest of Swansea, Dighton, Rehoboth, Freetown and all the region round had been drilling on open lots of summer evenings, or practicing the manual of arms on barn floors throughout the winter, for upwards of two years. In Shawomet Lands, as elsewhere, muskets had been listed, bullets cast and powder and flints stored in accordance with orders from the Massachusetts Committee of Safety.

A full ten days before blood was spilled at Lexington, the open Revolution had almost been begun at Assonet by Bristol County Men.

The Essex Gazette of Salem printed the story on April 18, 1775:

Boston, Monday, April 17th

"A letter from Taunton dated last Friday, mentions that on the Monday before (April 10) parties of Minute Men, etc., from every town in that county, with arms and ammunition, met at Freetown early that morning in order to take Col. Gilbert, but he had fled on board the man-of-war at Newport.

"They then divided into parties and took twenty-nine Tories who had signed enlistments and received arms in the colonel's company to join the king's troops. They also took thirty-five muskets, two case bottles of powder, and a basket of bullets, all which they brought to Taunton the same afternoon, where the prisoners were separately examined, eighteen of whom made such humble acknowledg-

ments of their past bad conduct and solemn promise to behave better for the future they were dismissed, but the other eleven being obstinate and insulting, a party were ordered to carry them to Simsbury Mines, but they were sufficiently humbled before they had got fourteen miles on their way thither, upon which they were brought back next day, and after signing proper articles to behave better in the future, were escorted to Freetown.

“There were upwards of two thousand men embodied there on Monday.”

This foray occurred on April 9 and 10, and had either Minute Men or the guard of twenty-five armed Tories around Colonel Gilbert’s house fired one impulsive shot the Revolution would have dated from April 10, with men of Shawomet Lands sharing the fame.

Now word was come by way of the same alarm system which had sent Paul Revere riding the night before, that the Minute Men were to assemble to the aid of Boston. Almost without exception every Bristol County town had a company of men on the road Boston-bound before midnight on the 20th. The Swansea contingent joined with that of Rehoboth, making a total of six companies which the Reverend William Emerson, seeing them arrive at Cambridge the next day, said compared well in appearance and equipment with the British regulars.

Swansea the next morning warned a special town meeting to be held on the following day, April 21. At this meeting two votes passed were:

“That 40 guns, 250 pounds of powder, 750 pounds of bread, and 600 flints be provided. The committee of inspection shall provide provisions and all other necessities for the poor upon any special emergency. That 50 men be enlisted to be ready at a minute’s warning, and paid three shillings a week for exercising two half days a week, and six dollars bounty if called out of town. The officers to have the same as Rehoboth pays its officers.”

“That we keep a post to ride to Boston (and leave it to the selectmen how often) for the best intelligence that can be had there.”

In the eight years that followed, the war bore hard on the thriving settlement. From the first it was realized that Slade's Ferry was a crucial point. In December of 1776, the British fleet captured Newport and soon occupied all of the island of Rhode Island. Immediately, an artillery company under Captain Fales of Taunton was posted at the Ferry.

This company was gradually replaced by a company under Captain Peleg Sherman, resident of the Shawomet portion of the town, and made up principally of local men. This second force remained on guard at Slade's Ferry from January 6, 1777, to June 5 of the same year and was then transferred to Bristol. Peleg Sherman afterwards became a colonel and was placed in charge of regional commissary. His home, in the future Pottersville section, was at times used to quarter the local troops.

Captain Sherman's transfer left these shores virtually unprotected, and although the British had shown no intention to molest the town its people were uneasy. Captain Philip Slade was therefore selected to wait on General Sullivan "to represent to him the fenceless condition of the town and pray him to be pleased to order a guard for us against our enemies in Rhode Island." Philip Slade was one of the town's diplomatists. The following year he was appointed one of the committee "to confer with General Gates at Providence upon some measures for the safety of the town." He was twice a representative of the town before the Provincial Congress at Concord; and a delegate, along with Jerathmel Bowers, to represent the town at Cambridge in the forming of a new state constitution.

The alarm over the danger to Somerset shores was reasonable. On May 25, 1778, a British detachment came up the bay, landed at Fall River and burned its grist mill. Freetown Minute Men repulsed the attack with muskets and cannon, one shot decapitating a British soldier as his boat pulled away. His comrades tossed him overboard and his body, coming ashore next day on Brayton's Point, now lies beneath the later constructed dock of the old railroad ferry connecting with Ferry street. Two British soldiers

are buried in the Slade Cemetery near the end of Brightman's bridge in graves marked by small undated stones. They died in the Ferry house from causes and on a date not recorded. The Slade family had them buried in its cemetery, and descendants recall the fact.

Except for a later invasion of Brayton's Point to seize Obadiah Slade, the landing at Fall River was the nearest the British ever came in force to Somerset shores. Slade's Ferry remained unmolested, perhaps because of the almost constant guard stationed there.

By the middle of summer, 1778, the only part of the Colonies held by the British, aside from Manhattan Island and a few posts on the western frontier, was Newport and the Island of Rhode Island. Washington determined to make an effort for the Island's recovery and assigned to the task the Revolution's ablest general, next to Washington himself, General Nathaniel Greene of Rhode Island. With him was to cooperate count d'Estaing, lately arrived in American waters with a French fleet.

General Sullivan's force consisted of 1500 regulars, which he proceeded to reinforce with large enlistments of volunteers from the surrounding territory, large contingents of these passing over Slade's Ferry on the way to the island. The army that fought the subsequent battles on Rhode Island accounts for a large majority of the Bristol County quota in Revolutionary records. A Swansea unit of the forces numbering 40 was led by Captain Job Slade. There were numerous other enlistments besides these.

August 8 of 1778 came with Sullivan's forces gathered and ready to spring, but day after day passed and d'Estaing's fleet did not appear. No satisfactory explanation of the delay has ever been made. Meanwhile, the British learned of the Continentals' plans and began a campaign to sweep the surrounding waters free from American shipping.

This aggressive blockade, though the British ships did not invade the waters of Somerset, was the death blow to its shipping for the balance of the war. With it, ended the town's greatest business, the commerce of Henry

Bowers. At the opening of the war Henry Bowers had owned or employed 110 vessels. They circled the world with their trade. Bowers Shores "was the principal depot for West India imports north of New York, and from Bowers Shore to Boston was an endless procession of heavy wagons going and returning with merchandise."

Now all this activity was stilled and Henry Bowers was ruined. Although a Quaker by religion, this great merchant of Shawomet Lands was wholehearted in his support of the Revolution. The pay of soldiers and the support of their families in the vicinity often came from his pockets. His warehouses were always open to the needs of the cause. On more than one occasion he gave food, bankets and shoes for whole regiments of the Colonials.

In the end he paid everything he had for the success of the Cause. This early Somerset merchant in the "plain" Quaker garb was one of the heroes of the American Revolution.

By the 8th of August General Greene despaired of the French Fleet's help, and on the 9th ordered the attack on Butts' Hill at the northern end of the Island, which was successful. This was the battle of the Revolution which engaged more Bristol County men than any other. No record exists of who from Swansea took part.

The next day, August 10th, d'Estaing's fleet appeared. The fleets engaged, as Colonel Joseph Durfee of that section of Freetown which later became Fall River records, "in a very bloody battle with many broadsides exchanged." But as the battle rose so did the winds of the hurricane long known as the Great August Storm; the two fleets were separated, "and many who escaped the cannon's mouth found a watery grave."

The British fleet withdrew to New York and the French fleet to Boston for repairs. D'Estaing never returned. The Colonial force took Hunneman's Hill; but it was the most they could do. As they drew closer to Newport Pigot's force of 6000 regulars made their strength felt, and on August 29 the American force withdrew from the Island.

It is the estimate of history, however, that although he won no consequential battle General Greene won the campaign. With the Provincials holding Tiverton and the Narrows, together with Little Compton and the Rhode Island mainland, encirclement was complete. Supplies of food were hard for the British forces to get. Tories, and Colonialstowhom British pricesseemedmore important than the Cause, had an increasingly hard time delivering the herds they collected and drove across country to points on the bay.

The Elizabeth Islands were ravaged for sheep and cattle, one British raid on Martha's Vineyard island capturing 10,000 sheep and 300 oxen. On September 5, Pigot sent Capt. Charles Grey to attack New Bedford, then still called Dartmouth; and Grey burned all shipping in the harbor, together with twenty-three stores and warehouses and twelve homes in the town. The inhabitants drove off the attackers and immediately Swansea and surrounding towns sent forces to their aid. These arrived on September 7, but were not needed.

This was the last British assault in this region. On October 29, 1779, after months of ineffectual idleness, the British withdrew to New York, completely evacuating the Island.

April of their last year's possession of the Island, 1779, witnessed the greatest war tragedy that befell within the territory of the future Somerset. This was the capture of Obadiah Slade, Theophilus Luther, and four others whose names were nowhere recorded, and their transfer to the British ship Jersey, where they ultimately died.

Obadiah Slade lived on the Point. His labors on behalf of the Revolution had been bold and unresting. For four years he had spent his energies securing the contribution of supplies and money to the cause, encouraging enlistments, and aiding soldiers and their families. British attention had been often centered on his activities. Alarmed friends had repeatedly warned him of the danger. But he persisted.

In the middle of an unusually cold April night a detachment of British attacked his house, turned his family

out of doors without giving them time to dress, set the house afire and marched Slade off half clad. The others taken at the same time were apparently an incident of the raid. None of them ever came back from the misery of the Jersey. How long they lived to bear it is not known. A tablet in Swansea town hall commemorates them, together with Joseph Brown, captured from an American privateer.

Joseph Brown, resident in the Purchase close to its western line, was the son of William Jr., and the grandson of the John Brown who gave the land in 1719 for the church of Christ, Swansea. He was only twenty when he died in the Jersey. He would, if he had lived, have been the uncle of Marcus A. Brown who was the first selectman of Somerset to be elected from the south end of the town.

Directly following the ravaging of the Obadiah Slade home it was voted by the town to set up a guard on each of the necks "for the safety of the good people of the town." This night watch patrolled all shores for several months beginning in May, was for a time relieved, and again renewed later in the year. The pay of the guards was "Four dollars per night, or if they choose two dollars with rations and Continental wages."

The valuation of rations at two dollars per night emphasizes one of the sharpest problems of the Revolution. By the beginning of the next year, 1780, the town was paying three hundred pounds, Continental money, as a bonus to all who would enlist for six months; later in the year four hundred pounds. The bounty was next raised to seven hundred pounds, then to a thousand pounds. In dollars this sounded like five thousand. But the next step upwards was higher. The bounty was made one hundred twenty silver dollars.

Whether in Continental paper or silver the financial drain on the town was severe. At one meeting there was voted, "Eleven thousand seven hundred and sixty dollars for the purchase of horses to send to Taunton by order of the General Court." In the same year there was voted "four thousand pounds to buy blankets, according to order of the Court, and to pay necessary expenses."

The years 1780 and 1781 saw men from the town still

being enlisted under quotas for the Continental army on all its fronts from the Hudson to Yorktown, until in all 441 men accredited to Swansea had been enlisted. The final levy on Massachusetts was for two thousand men. Swansea responded with enlistments that came within two of filling its quota, a much better average than that of many communities.

Seven years after the Revolution, when the first United States census was taken, thirty-six veterans of the Revolution were heads of families residing in the new town of Somerset. The list of these is given here. The complete roster of Swansea enlistments, in which other Somerset names and ancestors can doubtless be traced, will be found at the end of the book.

Anthony, David
 Bourn, Francis
 Bowers, Jonathan
 Bowers, Capt. Philip
 Brayton, Israel
 Brayton, John
 Brown, John
 Chace, Silas
 Chace, Silas Jr.
 Chace, Ebenezer
 Chace, Allen
 Cummings, Noble
 Cummings, John
 Davis, James
 Eddy, Lieut. Obadiah
 Gardner, John
 Gibbs, Benjamin
 Goss, Thomas

Hoar, Gideon
 Luther, Caleb
 Luther, David
 Mason, Job
 Manchester, Stephen
 Marvel, Benjamin
 Marvel, Thomas
 Morse, William
 Peirce, Preserved
 Peirce, David
 Peirce, Mial
 Reed, Nathan
 Sherman, Capt. Peleg
 Sherman, Gideon
 Slade, Capt. Philip
 Slade, Ensign, Jonathan
 Wilbore, William

Noble Cummings lived to be the last original resident of the town of Somerset to draw a Revolutionary pension.

RECONSTRUCTION

ALTHOUGH the preliminary treaty ending the Revolution was signed on the last day of November, 1782, Washington chose the following April 19, 1783, the anniversary of Concord and Lexington, to proclaim the war at an end and discharge the army.

Beside him as he did so stood a young aid, called the handsomest officer in the Continental forces, Hodijah Baylies of Dighton, who would soon open the first United States customs office of the district including Somerset.

It was an omen. Somerset's route to post war recovery was to build vessels and start shipping. At the village Joseph and Gideon Robinson, who had been Benjamin Bowers' foremen, took the lead and once more there were ships on the ways at the old Bowers yard. Plane and saw, hammer and caulker's mallet were simultaneously resounding on all the shore. The eye could hardly rest on a stretch of it without seeing a vessel under construction. In the ten years to 1793 fifteen vessels were built on Shawomet's shores; five more in the single year of 1794. Similar figures applied to other towns of Mt. Hope waters. By 1812, there were fully 150 vessels owned and operated from this bay.

Both cargoes and markets were ready for them as fast as they came off the ways, new or repaired. In the years of the Revolution the British had destroyed or captured more than 1700 vessels, one sixth of them from Massachusetts, and forced many more to interne. The whole Atlantic coast, particularly the South, the West Indies, Bermuda, was in need of the food and commodities New England could furnish. Even Nantucket had been so short of staples as to verge on starvation, and so lacking in firewood as to suffer bitterly.

The things these regions needed in food stuffs waited on the shores of the Old Colony. With the disbanding of



MRS. JERATHMEL BOWERS
From The Portrait by Copley

the army a big market was gone. Industries seeking to recover had to find an outlet. Raw materials for these industries were needed; and molasses, sugar, tobacco, rum, fruits, rice, tea, coffee demanded.

Among those from the area of the soon-to-be Somerset investing in ships in the first years were John Shaw, William Wilbur, Samuel Read, Antipas Chace, Francis Boar, Jr., Preserved Pierce, Job Chace, Lloyd Bowers, William Lawton, Henry Gibbs, Samuel Gibbs; Obadiah, Ebenezer and David Peirce; Jesse, Isaac, Collins, Isaiah and Philip Chace; Obadiah Austin, Barzillai Walker, Daniel Eddy, James Chace, Francis Brown, Henry and John Pettis, Benjamin Davis Jr., Joseph Moore, David Anthony, Stephen and Samuel Anthony; Preserved, James and Joseph Sherman.

Many names would be added to this list in the succeeding years. And much of the capital which would later transfer to Fall River's cotton mills was earned in Somerset commerce.

Outstanding among those prospering in the new commerce was Jerathmel Bowers, none of whose brothers would have him for partner and whose father had refused to aid him with home or capital. Jerathmel had prospered in spite of them. The war, says one reminiscence, had ruined every business man in the town except Jerathmel. To him it had brought prosperity. He was now the town's "rich man."

Tradition credits Jerathmel Bowers as being the first to realize the possibilities of shipping livestock to the West Indies. In it he prospered beyond all others, and soon his ships were reaching out to Europe and China as part of that great fleet which raised New England to commercial leadership of the world. At his death in 1794 Jerathmel Bowers would leave a fortune of \$600,000, a great sum for that period.

Under the impetus of this revival of commerce Shawomet Lands rose safely through the new United States' construction period. Unemployment and need there was aplenty among tradesmen, sailors long without ships to sail in, and farmers who had sacrificed homes and farms through mort-

gages made to carry them while they served the Colonies or for other reasons tried to bridge the war depression. Records of the town of Swansea in the first years after the war are replete with expenditures for the care of these.

But the town did generously and its people refused almost entirely to be drawn into Shay's rebellion of 1786 which was taken up so strongly by other communities, one neighboring town furnishing several companies of volunteers for that strange but perhaps understandable outbreak.

Soon the houses of Shawomet from Point to Cove were being repaired and painted, new homes, some of them among the finest the town has had, were being built. "The harbor was a favorite stopping place for merchant vessels, many of them coming in for repairs and supplies. Somerset became a chief distribution point in New England for foreign goods. Trees were planted, streets and townways improved; labor was in great demand, men coming from points far and near in search of work. Prosperity presided."

By 1789 many in this prospering sector felt that its area was so singularly identical with the boundaries of the original Shawomet Purchase that its destiny as a town separate from Swansea was self-evident. The idea was not new. Petitions for separation from Swansea had been introduced in town meeting as early as 1720 and voted down; and again with the same result in 1724. Now, in 1789, separation was attempted again. By a close vote the motion was defeated in town meeting, but the handwriting was on the wall.

Jerathmel Bowers had been representative from Swansea to the General Court in 1781 and 1783. In the latter year, on written complaint of the selectmen of Rehoboth and certain Swansea citizens he had been tried by Bristol County Court of Sessions, found guilty of being a British sympathizer and ordered to resign from the Legislature. The verdict also prohibited him from holding any future office under the Commonwealth. Tradition imputes revenge as Jerathmel's motive in working for the separation of Shawomet Lands from Swansea. Such may be the case.

History likes a simple explanation. But there had to be at least a majority of Shawomet Lands' sober and influential men in favor of such action to make it effective. At a distance of a century and a half the separation looks logical. The joining of Shawomet Lands with Swansea had never become organic. No more convincing evidence of this can be found than the almost complete failure of original families in either part of the early town to transfer residence across the boundary lines of the original grants.

A difference of interest between two areas, one predominantly agricultural the other predominantly and flourishingly commercial, lay beneath the separation which was decreed by the General Court of Massachusetts on February 20, 1790 in the following resolution:

"An act for incorporating that Part of the Town of Swanzey known by the name of Shewamet, in the County of Bristol, into a Separate Town by the Name of Somerset.

"Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same. That the lands hereafter described and bounded as follows, viz; Northerly partly on Dighton and partly on the ancient Swanzey line; Easterly, on Taunton Great River so-called; Southerly, on Lee's River, so-called; Westerly, partly on Lee's river and partly on the ancient line of Swanzey, including all the lands formerly known as Shewamet Purchase, however otherwise the same may be bounded, with all the inhabitants thereof, be and hereby are incorporated into a town by the name of Somerset, and the said Town is hereby invested with all the powers, privileges and immunities to which towns in this Commonwealth are or may be entitled agreeable to the Constitution and Laws of this Commonwealth.

"And be it further enacted by the authority aforesaid, that the inhabitants of the said Town of Somerset shall pay all the arrears of taxes which have been assessed upon them, together with their proportion of Debts now due from the said Town of Swanzey, and so in proportion shall receive all dues and town stock whatsoever from the said Town of Swanzey, and that all persons who were born on the said

Shewamet Purchase who may hereafter become chargeable for support and have not gained a legal settlement in any town shall be the proper poor and charge of the said Town of Somerset, and that in the apportionment of all charges between said Towns, together with the poor now at the charge of Swanzey, the same shall be provided according to their proportion in the present valuation; and be it further enacted by the authority aforesaid, that the inhabitants of the town of Somerset shall forever hereafter support and keep in repair their proportional part of a bridge known by the name of Miles' Bridge in the proportion that the Town of Swanzey and the Town of Somerset now pay on the present valuation.

“And be it further enacted by the authority afore said, that Samuel Tobey, Esq., be and he is hereby Empowered to issue his warrant Directed to some principal inhabitant requiring him to warn and give notice to the inhabitants of the said Town of Somerset to assemble and meet at some suitable place in the said Town, to choose all such town officers as towns are required to choose at their annual town-meetings in the months of March or April annually.”

In accordance with this act Samuel Toby, who was justice of the peace, notified Preserved Peirce and other inhabitants to meet and elect town officers.

The meeting was held “at the schoolhouse near Capt. Robert Gibbs,” on December 15, 1790, and the following officers were chosen :

Moderator, Jerathmel Bowers; Town Clerk, Jonathan Bowers; Selectmen, Assessors and Overseers of the Poor, Daniel Wilbur, David Luther, and Theophilus Shove; Treasurer, Preserved Peirce; Constables, Jonathan and Aaron Baker; Fence Viewers, Captain Job Slead and Allen Chase; Field Drivers, Philip Bowers and Daniel Chase, Jr.; Hog Reaves, Peleg and Nathan Chase; Surveyor of Timber and Plank, Thomas Marbel; Cutter of Staves, Ezra Chase.

However deepseated and basic the causes that had played into Jerathmel Bowers' hands the first town meeting was his day. On May 15, three months after the town's incorporation, he had been elected its first representative

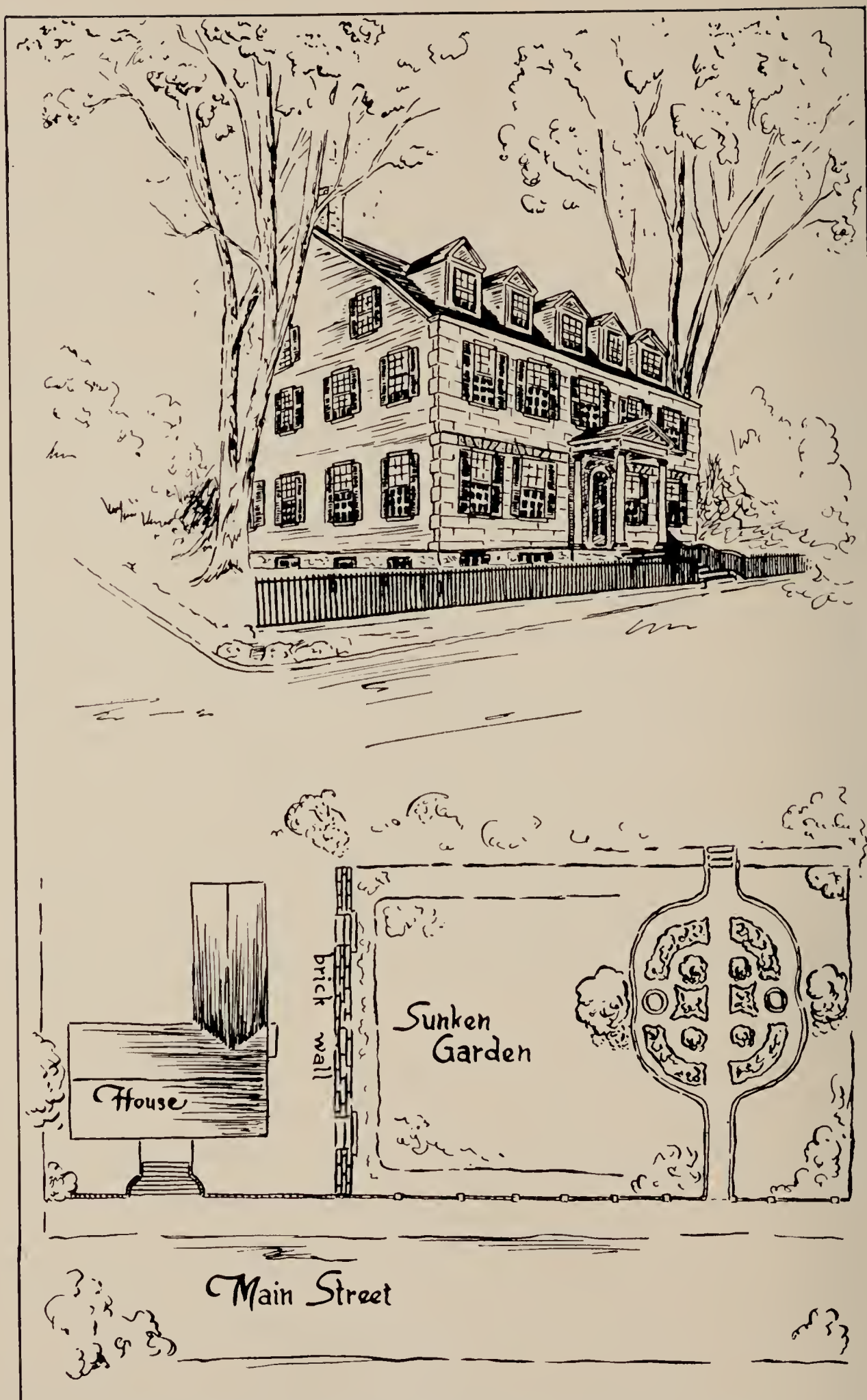
at the General Court. Now he was elected moderator of the new town. And it was he that had named it.

Somerset, the new town's name, had been chosen as a compliment to Jerathmel's wife, who had been Mary Sherburne and who had lived in Boston on Somerset Square. He had, it is told, wished to name the town Sherburne in her honor; but there was already a town of that name, the town now called Nantucket on the Island of Nantucket. Hence the second choice.

A charming lady, of fine family, the inheritor of twenty thousand pounds in her own right, dispensing hospitality gracefully and liberally at the great house (the later Peterson House) which Jerathmel had built on Main Street, she was the popular "first lady" of the community. There is no recorded dissent at naming the town in her honor.

The portrait of Mary Sherburne Bowers reproduced in this history is from the famous "Portrait of Mrs. Jerathmel Bowers" by Copley in New York's Metropolitan Museum of Art, called the most beautiful portrait in the museum. Painted probably in 1763 or 1874, the portrait was acquired by the Museum in 1915 from Mrs. Mary Isabel Jencks, widow of Mrs. Bowers' great-great-grandson.

"She wears a white dress, the neck of which is trimmed with gold braid. Her sacque is purple, her dark hair ornamented with flowers and pearls. The rose at her bosom is pink," says a volume on the work of John Singleton Copley.



JERATHMEL BOWERS' HOUSE WITH JOHN'S GARDEN

THE NEW TOWN

THE new town of Somerset in its year of incorporation had a population of 1125 divided among 188 families, counting bound and indentured servants as part of the family they served. Of this population, 1055 were white; 70 were bond servants, mostly negroes and Indians, serving in 18 different families. There were no slaves.

The town had been set off in time to be recognized as a unit in the first Federal census, which began in 1790, and which listed and published the head of every family in the United States, together with the number of males and females in each, the number under 16 and over, and the number of servants and slaves.

The list of families, and their size in the year of Somerset's birth, will complete this chapter. Examination shows that in this list 15 family names comprise 781 persons, or about 75 per cent of the town's residents. The Chace family alone totaled at this time 180 individuals; Slades were next with 63. Descendants bearing the name of eleven of the original purchasers still lived here.

Comparison of the 1790 census figures shows that of each hundred living in Swansea at the date of separation Somerset had taken away 43. At a Somerset town meeting on May 7, 1791, it was decided that the new town ought to pay thirty-six pounds on each hundred of the pre-separation Swansea debt; and the same proportion on the poor charges. In view of the figures of Somerset's population it looks at this distance as if somebody in the new town engineered a good deal.

Early town meetings, which as a rule were held monthly throughout the year, are given over in the main to financial problems of this sort, and it was not until April 6, 1795, that a Somerset meeting got around to voting a town house "25 feet by 30 feet for the use of the Town of Somerset."

This first town house was built on what was destined to remain the town lot for all future years, being located near Centre Street, north of the present Town Offices.

It would appear that this site was suggested by its nearness to the tentative "center" established by the Proprietors' schoolhouse "near Captain Gibbs" where the first town meeting, December 15, 1790, was convened. This, as noted, was just south of the present Pottersville School.

The next year, 1796, the town built its first schoolhouse under the town charter.

This was located on Palmer Street, near the north-west corner of the present Palmer Street Cemetery. In subsequent years the building was several times moved to points more central for the growing school population; and finally to the south end of the Village where, after many years of service, it was bought and made into a cottage by Captain David P. Davis.

By 1796, Nathaniel Lyons, a mechanic, had begun church meetings at his own home which resulted in 1803 in the organization of the second church in the area, the First Baptist Church.

A little later in its first services, but a year earlier in its organization, was the Methodist Episcopal Church, the first in South Somerset. With this group, preaching was begun in 1800 by invited ministers. The church was organized in 1802 and built in 1804, the same year as the First Baptists' building.

These religious and educational activities were the results of the continuance of that wave of growth and prosperity which had launched the new town. It was still expanding on its second commercial era, building ships, manning them, and freighting them near and far.

In 1790, there was a launching of historical significance. This was a fine ship of 270 tons; which Jared Chace had been building when the new town received its papers. In honor of the event Jared named his sloop the Somerset.

While the Somerset was the first vessel to be launched from the town of Somerset, the honor of the first registration from the town goes to the Hibernia, owned by John

Shaw and Francis Brown. Second was the sloop Swallow, owned by Antipas Chace, Francis Boar, Jr., Peleg Mason of Swansea, and Samuel Reed who was also her master. The Swallow was later bought and sailed by Henry Gibbs.

The schooner Harmony was registered in 1791 by Preserved Peirce; the Parthenia by John and Joseph Gardner, with Edward Mason her master, the same year; and in the next year the sloop Hannah with Lloyd Bowers and William Lawton owners, Lawton master; while Sheffel Weaver was sailing the sloop Union for Samuel Gibbs and the Peirce family.

These were all Somerset-built vessels. So also were the registrations the next year of the large schooner Ranger, Isaac Chase master; the sloop Dolphin, Abiathar Austin owner and master; the sloop Delight, Philip Gardner master; the schooner Adventure, Joseph Northam master; and the sloop Sally, Francis Brown master.

Before the war of 1812 had closed down on these shores, 48 vessels had been built in the new Somerset to sail under Somerset registry, numbers not traceable had been built and sold to other ports, and twelve built elsewhere had been bought by Somerset owners and added to the Somerset fleet. This gave Somerset by the end of 1812 sixty vessels registered from the town. The figure is no measure of those that were going and coming between Somerset and other ports.

While this commercial greatness was still climbing, Somerset in 1804 received a shock in the failure of the Bowers business. Jerathmel had died in 1796, leaving his daughters well provided for and his only son, John, the bulk of a \$600,000 fortune. By extravagances so picturesque that they have become a part of the town's tradition John had managed, spite of the efforts of David Anthony, his manager, and Billings Coggeshall, his chief accountant, to deplete both income and capital until, in a bare eight years, he brought the firm to bankruptcy.

For the moment, the failure, which was large, caused some local financial distress, the sale and transfer of several vessels and a consequent halt in the employment of many

on land and at sea. Yet on the whole the town hardly paused in the onward march which had given it the strength and ambition to withdraw from under the paternal roof of Swansea and set out for itself.

Prosperity and work to do were virtually universal. Money was being made by nearly everybody from ownership of vessels, or employment aboard them, or by participation in the trade which their cargoes represented. Some of these cargoes were made up of Somerset products such as lumber in various forms, farm produce, and an occasional load of pottery. But the overland wagons were on the road again, taking goods unloaded at local wharves northward and northwestward to inland centers and even to Boston, and returning with cargoes of New England manufactures for southern and West India ports.

Not all Somerset vessels regularly made Somerset port. An owner himself, or his master, took a vessel out in the spring with what load he could get, or in ballast, to Providence, Boston, Philadelphia, or lesser northern ports and began the season's business of freighting from port to port as fortune or skill directed, not coming home until as late in the fall as he dared to challenge ice and winter storms.

Or he might not come home at all but winter in some southern port doing what business he could from there. This would not average much since the majority of the New England fleet would also be wintering south. Darien, Georgia, was the favorite winter port for vessels from Mt. Hope waters since they could always find there the familiar craft and faces of their home neighborhood. For many years it was said that if during the winter you wanted news of Assonet, Freetown, Dighton or Somerset you would do best to write to Georgia for it.

The social life of Somerset in these new years reached its height for all time, if reminiscences can be believed. Recorded details are fragmentary. John Bowers may have led the pace with a vast fortune slipping through his fingers and a rich and beautiful wife from Newport. Two uncles had married into the great land-owning Tabor family of Old Dartmouth; two sisters had married well socially in

Providence and Boston and another in the Village to Francis Borland. The great house on Main Street was the scene of extravagant hospitality but Bowers', Brayton's, Slade's Eddy's, Walker's, and the town's other well-to-do families had extensively intermarried in this and previous generations and their homes in all sections of the towns, many of them the finest in the town's history, were open to a notable social life.

It was at this time that John Bowers' garden, the most elaborate that Somerset has ever possessed, was built. Chroniclers of the beautiful gardens which were characteristic of early New England consider it notable. There is no detailed description of its wonders. The plan reproduced herewith by Luther Gardner, Somerset artist, is by courtesy of the Fall River Historical Society from a drawing in its possession.

John began the garden while his father was still alive, persuading him that it was being built from profits of his own enterprises in the family business. Its extent and general outlines suggest that it must have been at least adequate in floral beauty. In the shelter of a high brick wall separating it from the house the garden was divided into three features: a formal bed crossed with marble paths adorned with statuary at their intersections; a sunken garden of double the formal garden's area, to the west of it; and an immense glass conservatory backed against the wall. Here, says Avery Slade, the only resident to chronicle its details, "native summer fruits and asparagus were grown in winter. Tropical fruits of the finest flavor daily supplied his table; and the floral department was alleged to have surpassed the flora of the tropics."

In extent the garden reached from Main Street along the lane serving the David Bowers house "to the duck pond." The duck pond was filled in by the later extension of High Street which may be taken as its approximate western boundary. The wall, shown in the drawing, is said to have required more than half a million bricks to build. This number of bricks was sufficient, when the wall was later torn down, to build the entire Borland block in Fall River,

and all the brick work of Fort Adams at Newport. The marble of the walks still serves as the marble walks in front of the Colt homestead in Bristol. The iron fence in front of the Colt home is that which originally fenced the Jerathmel Bowers house.

By the beginning of 1812 the new Somerset had for a second time reached what was described as its "palmy days," a description which would twice later, in different details, be deserved. England had not given up hope that North America could be brought to heel. The activity of the young United States on the seas was a real menace to her dominance, and she was using the cruel and exasperating practice of impressing seamen to irritate the Americans into what is properly called the Second War for Independence.

The gathering storm struck at Somerset on January 12 of 1812, when the schooner *James and Eliza*, built in Somerset two years before and commanded by Robert Gibbs, was taken and burned by the British frigate *Aeolus*. The entry in the customs house register, on affidavit of Captain Gibbs, names the British commander as the notorious James Townshend.

The capture of the *James and Eliza* sounded the knell of Somerset's second fleet. Within a few days Collins Chace had laid the *Hiram* up at Georgetown, "on account of the enemy's cruisers." One by one the Somerset vessels gave up the struggle of eluding the British blockade and laid up, in the nearest port, from South Carolina to Maine. The next year the *Industry*, belonging to Barzillai Walker, James Chace and Daniel Bowers, was destroyed by the British at sea. A few local vessels dared the blockade, sometimes with success and resulting fortunes, but by 1815, when the frigate *Loire* caught the Troy-owned packet *High Flyer* almost off Mt. Hope and burned her, the Atlantic seaway was practically bare.

First repercussions of the war in the town records appear on August 22, 1812, when a "meeting of the inhabitants legally warned and duly convened for the purpose of taking into consideration the alarming state of our country" unanimously voted "to choose a committee of five gentlemen

to represent the town in a county convocation to be holden at Taunton on August 25."

The committee appointed consisted of Israel Anthony, Thomas Danforth, Billings Coggeshall, Captain William Read and John Brayton.

The upshot of the Taunton and similar meetings was that every New England state firmly refused to let its militia join in the war. There is little memory today of the unpopularity of President Madison's action in declaring it. Not only did it instantly cripple New England's vast sea trade, but Parliament had already settled the impressment question by voting its discontinuance and an apology to America.

When Madison refused to recall his declaration of war, New England wrath mounted high. A convention was actually held for the purpose of deciding whether New England should secede from the Union. Cool heads prevailed and the action was not taken.

What record exists of those from Somerset who took part in this war is found in the votes of Town Meeting, following a resolution on August 27, 1814, that in the case of men drawn in the draft of that year "the Town have liberty to hire men in their room or make up their wages to \$20 a month." The draft was for twenty-five days' duty at the "New Barracks at Fairhaven." Somerset's contingent in this draft was fourteen men under Captain John Hood: Elijah Slade, Wanton Chace, Lloyd Cummings, John Hood, Jr., George Bowen, John Forester, Clothen Hathaway, Otis Handy, James Thompson, George Fish, David Hunt, Jonathan Peirce, Hale Kingsley and Joseph Luther. Jonathan Buffington, great-grandson of Thomas, and a Rice of Egypt, served in the war in other contingents.

The Treaty of Ghent was signed in December 1814. Somerset courage began to revive. Out of the harbor, early the next year, there nosed a little 51-ton sloop owned by John Chase and Peleg Gardner of Swansea and Philip Bowers of Somerset. They hoped there might again be profitable commerce. They named their sloop First Attempt.

Somerset's trials were not over. Upon the town and its gradually reviving fleet there broke in September of 1815 one of the four great hurricanes this coast has known since the Pilgrims landed. The description of the "September Gale," as it came to be called, written by a woman who watched it from Richmond Hill, shows how like it was, in all respects, to the recent hurricane of 1938.

"Great waves were dashing over the houses that stood near the river, which seemed like a raging sea, while large oak trees, in a grove nearby, were snapping off like pipe-stems as the fiercer gusts of the cyclone struck them. Windows many miles inland were covered on the outside with a film from the waves borne along by the gale. The coast was strewn with wrecks and several men from this town were lost."

The next year brought another, and before it was done more costly, misfortune. It was 1816, the "year without a summer." Snow fell every month of the year. Ice formed on the ponds in June. July brought a real snowstorm. August found the cornfields, planted late in cold and muddy soil, black with mould and stunted beyond possible use. Any kind of crop was rare, no farm made a profit, and food was scarce. By September, cold had begun to settle down, with snow again, which was repeated in October.

With the close of December, Somerset finished the most depressing five years in its history.

School district figures for 1813, however, indicate that it had not stopped its growth. In the town records for that year the division is: North District, 93 families; Middle District, 68 families; South District, 54 families. This is a total of 215 families as against 188 in 1790; an increase of nine per cent, with the Middle, future Pottersville, District gaining steadily on the Village.

HEADS OF FAMILIES IN SOMERSET THE YEAR OF ITS INCORPORATION AS A TOWN — 1790

With The Number Of Members In Each Family

Allen, Anna—3
 Algur, Joshua—6
 Anthony, Benjamin—2
 Anthony, William—8
 Anthony, Stephen—6
 Anthony, David—12
 Anthony, Caleb—6
 Anthony, John—7
 Anthony, Gardner—9
 Austin, Benjamin—5

 Baker, Jonathan—5
 Baker, Lydia—1
 Baker, Samuel—5
 Baker, Aaron—3
 Bourn, Joshua—5
 Bourn, Elizabeth—3
 Bourn, Francis—10
 Bourn, Stephen—5
 Bourn, Sarah—5
 Bowen, David—4
 Bowen, Jonathan—3
 Bowers, Jonathan—7
 Bowers, Phlip—8
 Bowers, Jerethmuel—7
 Bowers, David—3
 Bowers, David, Jr—9
 Bowers, Lloyd—8
 Bowers, William—5
 Bowers, Mary—2
 Borland, Francis—6
 Bragg, Henry—3
 Brayton, Israel—6
 Brayton, John—8
 Brown, James—6
 Brown, Mary—1
 Brown, John—10
 Buffington, Benjamin—9
 Buffington, Benjamin 2nd—5
 Buffington, Jonathan—7
 Buffington, James—5
 Buffington, Moses—7
 Bush, William—9
 Bush, Benjamin—2
 Butterworth, Phebe—7

 Chace, Asa—8
 Chace, Francis—3
 Chace, Ichabod—9
 Chace, Jonathan—8

Chace, Paul—8
 Chace, Edward—7
 Chace, Silas—4
 Chace, Silas, Jr.—8
 Chace, Uriah—4
 Chace, Lydia—3
 Chace, Moses—5
 Chace, David—8
 Chace, William—5
 Chace, Peleg—6
 Chace, Obadiah—8
 Chace, Robert—3
 Chace, Stephen—3
 Chace, James—10
 Chace, Ezra—13
 Chace, Ebenezer—3
 Chace, Philip—10
 Chace, Nathan—9
 Chace, Charles—2
 Chace, Allen—8
 Chace, Daniel, Jr.—11
 Chace, Job Jr.—6
 Chace, Daniel—1
 Chace, Abel—7
 Clark, Silas—4
 Cornell, Lillis—1
 Cummings, Noble—6
 Cummings, John—12

 Dana, Orlando—4
 Davis, James—7
 Davis, Silas—5
 Davis, Arthur—4
 Davis, Benjamin Jr.—4
 Davis, Benjamin—5
 Dennis, Arthur—7

 Earl, Benjamin—5
 Eddy, Obadiah—8
 Evans, Jacob—9

 Forrester, Rebecca—3
 Fortner, Samuel—9

 Gardner, John—6
 Gibbs, Benjamin—4
 Gibbs, Robert—4
 Gibbs, Robert 2nd—6
 Gibbs, Mary—6
 Gibbs, Henry—3

- Goss, Thomas—5
 Gray, Mercy—7
 Gray, Joseph—4

 Hill, Ruth—2
 Hoar, Gideon—7
 Holland, Richard—3

 Ingraham, John Bennett—2

 Keen, Robert—4
 Keen, Robert Jr—5

 Layton, William—4
 Lee, John—3
 Lincoln, Thomas—7
 Luther, Caleb—6
 Luther, Bathsheba—5
 Luther, David—9
 Luther, Barton—4

 Manchester, Stephen—7
 Marvel, Benjamin—7
 Marvel, Thomas Jr.—3
 Marvel, Thomas—9
 Marvel, Ebenezer—4
 Mason, Job—4
 Morse, William—6
 Morton, Elijah—5

 Northrum, Joseph—6

 Palmer, Elkanah—7
 Peirce, Jonathan—5
 Peirce, Jonathan Jr—6
 Peirce, Preserved—8
 Peirce, James—3
 Peirce, David—9
 Peirce, Miel—3
 Peirce, Asa—5
 Pettis, Sibel—6
 Purrington, Clerk—8
 Purrington, Clerk Jr—10
 Purrington, Edward—6
 Reed, Samuel—7
 Reed, Elizabeth—3
 Reed, David—5
 Reed, John—5

 Reed, Nathan—4
 Reed, Benjamin—5
 Reed, Durfee—2

 Shaw, John—8
 Shaw, Eliphalet—3
 Sheldon, John—4
 Sherdon, John—8
 Sherman, Peleg—8
 Sherman, Benjamin—6
 Sherman, Gideon—8
 Sherman, Caleb—8
 Shove, Nathaniel—5
 Shove, Theophilus—8
 Simmonds, Brown—9
 Simmonds, Abiel—2
 Simmonds, Zephaniah—10
 Sisson, Isaac—7
 Slade, Baker—6
 Slade, Philip—9
 Slade, Job—13
 Slade, Charles—11
 Slade, Jonathan—12
 Slade, Samuel—3
 Slade, Mercy—3
 Slade, Elizabeth—10
 Stutson, Luther—6
 Swazey, Joseph—2
 Swazey, Joseph Jr.—6
 Swazey, Samuel—4
 Swazey, Jerethmuel—8

 Tubbs, Samuel—5

 Vincent, Solomon—4
 Vinicum, Susannah—3

 Walker, Margaret—3
 Weaver, Waistill—3
 Weaver, Thomas—6
 Winslow, Ebenezer—16
 Wilbore, Joshua—7
 Wilbore, Elisha—9
 Wilbore, Daniel—13
 Wilbore, William—12
 Wilbore, Thomas—1
 Wilbore, Peleg—4
 Wilbore, Mary—5

THE DAYS OF SAIL

WITH the war at an end, Somerset turned again to ships and shipping. Oliver Chace had started a cotton mill in Dighton in 1810; Tiverton's Globe mill was in operation in 1811; the Union, the Troy, and the Fall River Manufactory had started in operation in 1813, the latter under the management of David Anthony, son of the John Bowers business receiver. Somerset men, Eber Slade, William Slade, 3rd., William Reed and Anthony had joined in financing these. The machine age was not far off.

But Somerset's faith was still in commerce and its faith would be justified to the extent that the next forty years would see greater and richer fleets sail from Somerset harbor, and mightier ships built, than in either of its two previous eras of sail, notable as they were.

By midyear of 1815 the two pre-war shipyards had resumed: Robinson Brothers at Bowers Shore, with the able Jonathan Cartwright again their master builder; and Nathan Davis 2nd. and Joseph Simmons at the site of the later Hood shipyard. Before the end of the following year there were eight shipyards in operation on the borders of the Taunton river, from Dighton down, besides numerous vessels building as individual enterprise all along both shores.

The war had left its mark on the town. Captain Barzillai Walker, who in the preceding decade had at one time owned and operated six vessels, had been ruined by it and had given up the great Jerathmel Bowers house which he had bought from the receivers in 1804. Many vessel owners had suffered complete or serious losses. Some of Somerset's best vessels had been burned or captured by the British; a score or more of them sold at the ports, north and south, where the war had caught them. Sharers in their profits as



THE MARBLE HOUSE — "1723"



THE CAPTAIN ANDREWS HOUSE — "1723"

well as those who depended on them for employment had felt the pinch.

Many vessels however, had been merely interned and the Somerset fleet was soon reassembling. The first work of the yards was the reconditioning of these; and also of the numerous craft from other regions which the war had laid up here. Most of these had had some young mate or owner's representative in charge during the internment; and it is recorded that as the refitted vessels sailed away in 1815 and '16, so did many a Somerset bride.

Egypt Shore now emerged as a shipping village in its own right. At Egypt in this period lived Samuel Bourne, master carpenter in the construction of the *Defiance* and the *Betsy*; Henry Gibbs, shipowner, master and the builder of the *Maria*; Jonathan Cartwright, one of Somerset's ship-building geniuses; his son John, master carpenter of the *James* and *Eliza* and the *Lydia* and *Margaret*; John Brown, master carpenter of the *Mary*; and a full dozen other owners, builders and masters.

The name "Egypt" was now generally applied to the shore beginning with the store of Joseph Brown, south of the foot of Buffington Street, and extending to the foot of Center Street where the residence of Jonathan Cartwright was regarded as marking its northern limit.

In the year 1801, Joseph Brown, already located here for some time, began with the small sloop *Harriet* to transport loads of hoop poles from Somerset to Albany, bringing back loads of New York State grain, and such butter, cheese and other saleable commodities as he might trade for en route. Residents of other parts of the town, and of Steep Brook, Assonet and other up-river neighborhoods, used to "go down to Joseph's" to buy grain. The parallel between this and the Bible story of the brothers of Joseph who went down to buy grain of him in Egypt was appreciated, and the name became fixed on the neighborhood.

The Brown store grew to be the outstanding grain depot of the region. It was located on the shore at the foot of Buffinton Street, between the two docks still there in good

condition, on the approximate later site of the Wilbur dance hall. All but a few feet of the building was on solid ground. The southerly of the two docks was later used by Joseph's son David for a lumber dock and shed. On the north dock Seth Brown built and operated a grocery.

David succeeded his father, Joseph, in the operation of the business which during the lives of the two assumed large proportions, with half a dozen vessels, owned and sailed by them, serving it. The later well known Fall River schooner Daniel Brown was not one of their vessels, but was built and sailed by the Fall River Captain, Robert Reynard, who married Daniel's daughter.

Joseph's grandson William was Somerset's first noted captain of steam, sailing the propeller Eudora, and the first steamers of the Bay State Line.

No trace of the thriving merchandizing plant which succeeding generations knew for many years remains, except the two neat docks. Half of the grain store is, however, still in use as a carriage shed on the George P. Slade place on Prospect Street and the other half is used as a farm house on the Buffinton estate at the corner of Prospect and Buffinton Streets, after some years of use as a grocery store by Robert Buffinton.

The present Hindle house, at No. 2430 Riverside Avenue, is one of the original Brown residences. The little white house, No. 2457 Riverside Avenue, next north of the fire house, is considered by some to be the oldest house in Egypt. It was built by John Bourne of the Bourne family which was one of the original Shawomet Purchasers. The original Joseph Buffinton house, from which the street and the Egypt Buffinton Corner take their name, is at the corner of Buffinton and Prospect Streets, the ancient one-story house being raised to two and now occupied by Mrs. Thomas Buffinton.

At the middle of Egypt, between the Browns and Jonathan Cartwright, was the Weaver farm, extending from shore to Prospect Street. Here was the home of Sheffel Weaver, owner and master of several trading vessels and part owner

in many. The Weaver property, including the homestead of James Luther, was purchased in 1843 by Obadiah Gardner whose bakery and home in Fall River had been destroyed by the Great Fire. The present Gardner Avenue is the approximate center line of the Weaver land.

Just south of Egypt the clustered little village of this period ceased abruptly with the great farm of David Luther beginning at the river and running westerly up the hillside to the Swansea town line. Some few lots had been sold from this farm, but in the main it formed a solid belt, comprising several lots of the original Purchase, with a southerly line south of the later Johnson Street.

South of the Luther farm lay the Read's Woods Farm of Captain Preserved Read, founder of Read's Corner, comprising the present Montaup property and extending to the main highway, now County Street. West of County Street, and north to the Luther farm which here included the present high school site, descendants of the original Purchasers still held the Bourne and Sherman lots. On the Buffinton brook Caleb Butterworth operated a tannery.

The Friends Meeting, at a focal point in this expanding area, was growing in members and jurisdiction. With no Friends' Meetinghouse as yet in Fall River, the Quaker people from across the river attended here, coming by ferry or private boat. To lessen their problem of attending, Eber Slade, in 1821, built a commodious sailboat for the special purpose of furnishing free and dependable travel between the church and Troy shores. This landed at Read's Cove.

On the northern border of Egypt, 1815 saw the dawn of the Pottersville era in the beginning of the pottery plant of Clark Chace. This would expand in 1847 in the formation of the Somerset Pottery by his sons Leonard and Benjamin.

Thus the future Somerset Centre was growing steadily, while in 1825, the southern section experienced a substantial impulse of progress in the establishment of regular stage coach service between Providence and New Bedford. Slade's Ferry was part of this service. Providence coaches unloaded

on the Somerset side, New Bedford on the Fall River side, with passengers transferring by water while the stages returned to their starting point. A similar connection with the Newport stage had been in effect since 1808. The business from two stage lines now necessitated the replacement of the sail ferryboats by larger, more commodious boats propelled by horse power. The first horse-power boat was immediately ordered built and was put in service the next year, 1826.

Systematic travel facilities was the order of the day. In 1820, Joseph Marble built and put into service the 127-ton packet brig *New Packet*, the beginning of the local packet fleet.

Up to this time water journeys, necessary as they were, were impromptu. Captains with a boat sailing to New York, Philadelphia, Baltimore, or beyond, spread by word of mouth, or by placard, the day and hour of intended sailing and the number of passengers that could be accommodated. Some owners made a business of catering to such trade with attractive cabins and fine table. Out of this grew the regular passenger packets, sailing on schedule and built more and more for speed and passenger convenience.

Somerset's packet fleet in the next few years, besides the *New Packet*, consisted of the *Charleston*, also owned by Joseph Marble; Nathan Slade's *Reindeer*, William Lawton's *Industry*, Benjamin Davis's *Sally*, Benjamin Cartwright's *Fall River*, and the Somerset-built *High Flyer*, besides several Fall River boats. These ran on more or less regular schedule to Providence, Warren, Bristol, New York, Philadelphia, Baltimore and Savannah, with William Lawton's *Industry* running as far as Havana.

The fare from Fall River to New York varied from \$2 to \$5 according to accommodations and whether times were hard or not. The hour of Fall River departure was eight in the morning and the run each way, weather favoring, was twenty-four hours, the packet spending one night in New York with passengers sleeping on board without additional charge.

In September of 1828, Mt. Hope Bay's first regular steamboat, the Hancock, began sailing past Brayton Point on alternate daily trips between Fall River and Newport. The next year the steamboat Experiment ran for a while daily past Somerset shores between Newport and Taunton, with Somerset passengers required to go over to Fall River to board her. The days of steamboat travel were nearing their end.

But packet owners refused to believe that steam could put them out of business. For some years they comfortably out-sailed the crude and cumbrous early steamers. Then the race grew closer. Trimmer boats were built and more sail was piled on; but still the steamboats gained. The packets dropped their fares until passengers were paying twenty-five cents for the trip, with fine meals and plentiful wine included. The battle waged for twenty years before the packets met their final defeat, on the longer runs. The canny Somerset owners had long before that dropped out of the contest and turned exclusively to freighting except for occasional cabin passengers who preferred the sail.

Meanwhile, from Point to Broad Cove Somerset's great fleet grew. In the twenty years following the War of 1812 owners in the town registered 72 vessels of over 20 tons burden, refitted, new-built or purchased. In the next twenty years the total would rise to 124. Many of these were, as before, in the coastal trade of picking up and discharging cargoes wherever they could get a charter. But many others made this port regularly with fruits, molasses, sugar, dye-wood, tropical lumber, rice, cotton, coal, tobacco, turpentine, and every other West Indian and Southern product, coming north; New England manufactures going south. The wagons were on the road again; a constant caravan, transporting to the railroads which came year by year nearer, or with heavy non-perishables going all the way to the final destination.

Whalers and fishing boats were added to the activity of the crowded Village harbor.

Two vessels appear to be the total of Somerset's whaling ventures. The first of these was the bark *Pilgrim*, built by Davis and Simmons, owned by George B. Hood and captained, in 1841, by Job Collins. Among the crew were James D. Marble, Henry P. Marble, George Davis, Edward Miller, Charles Luther, Albion K. Slade and Moses Chace.

On a second voyage, in 1843, the *Pilgrim* sailed in command of Henry B. Clark. This voyage ended after a storm three days out had stripped the vessel and forced it to return for refitting. Captain Clark took the *Pilgrim* on several later, more successful, trips. She was then laid up for several years on the Somerset shore, until the gold rush made her seem profitable for New Bedford parties to refit her and sail her around the Horn. In California, however, she was condemned and this Somerset *Pilgrim's* bones now lie at the bottom of the Pacific.

While the *Pilgrim* was still in commission, the bark *Jane* was fitted out for whaling at Somerset and sailed, beginning in 1841, on several trips under Captain Abraham Manchester of Fall River. Her voyages were generally unsuccessful and she, too, was sold to New Bedford where her bad luck continued and she was decommissioned.

George B. Hood was also one of the principals in the herring fisheries at Broad Cove which at this time paid enormous dividends. Here, from the first of April until June, the seines were set at every high tide and hauled at every low tide, day and night. Captain Samuel P. Marble was Hood's manager in this business. At the head of Broad Cove there was at this time another herring fishery owned by Oliver Simmons of Somerset, although the plant was in Dighton. The herring business continued exceedingly profitable until the railroad bridge cut down the runs.

Broad Cove was added to Somerset's shipbuilding area in the years beginning 1821 when Edward Slade established there a shipyard at which he built a total of three recorded ships. One of these was the *Raven*, not to be confused with the smart little clipper which later slid from the ways at Hood's shipyard to capture some of the highest honors of the clipper age.

Ashore, the town had progress befitting its energy and prosperity. The Somerset school system took shape with good schools in all the districts, growing educational standards, and systematic administration, as evidenced by the beginning, in 1835, of permanent school committee records which are still in the possession of the present superintendent.

In 1841, one Byron Morse, beginning with services in the sail loft on Burgess Wharf, organized a Methodist Episcopal church, now merged in the Federated church, which began in 1842 to build the second church structure in the Village. In the same year, the First Christian Church, now the Christian Congregational Church on County Street in Pottersville, was formed.

Two railroads had come near enough to serve the town to some extent: in 1835, the line from Providence to Boston by way of Attleboro and Mansfield; and in 1836, a road connecting this line with Taunton at Mansfield. In 1840, a line was opened between Taunton and New Bedford. And in 1845 trains from Fall River connected with this Taunton-New Bedford line at Myricks. A line from Providence to Fall River had been chartered, but it was 1866 before the first of its trains ran through Somerset territory.

With the opening of the Fall River-Myricks railroad a ferry began to operate at the Village, from a slip just north of the Tryworks wharf, to a slip, still to be seen, on the shore just south of the embankment at the Fall River end of the Somerset railroad bridge. This ferry, operated by Thomas Evans, made regular connection with trains until 1866 when the Fall River-Taunton "new road" began to cross Somerset bridge.

During this period the Chace family operated a ferry from the foot of Cusick's Lane (sometimes called Chace's Lane) to the opposite shore, using sail-boats. The landing was made at each side by running the boat up on the shore.

The depression of 1837 did not much affect the town except as it caused worry for its investors in the booming cotton industry of Fall River, which now had five large and several subsidiary mills and had passed the 5000 point in

population. All the mills weathered the stress, however, and Somerset proceeded on its prosperous way towards the year 1847 which was to bring a coincidence of climaxes in its history.

In this year, the town's first business incorporation took place, launching the Somerset Pottery Company and the pottery era; Slade's Ferry turned to steam for its motive power; the Mexican War broke, with the California rush in its wake; and James M. Hood got ready to build clipper ships. One hundred and fifty years had been preparing Somerset enterprise, character and skill for the period that opened that year. No town ever had a more glowing era than the decade that followed.

CLIPPER SHIPS

THE outbreak of the Mexican War found 124 Somerset vessels of over 20 tons registered in coastal trade and 14 in foreign trade. During the next ten years 24 more vessels, including some of the greatest that ever sailed the seas, were built in Somerset, besides four revenue cutters of schooner rig for the United States government, and four lightships.

This grand total of 171 vessels of every type and size was for the most part sailed by Somerset masters, including some of the great clippers built in the Hood yard in the years 1848 to 1854.

The complete list of vessels registered from this port, in each of the several periods with the masters that sailed them both in domestic and foreign trade, together with their owners where recorded, is given at the end of this history.

It needs only a study of these lists to perceive that Somerset, in vessels and men, was one of the great New England ports, surpassed perhaps only by Boston, Salem and Providence, and possibly by New Haven. Certainly Somerset belongs with the foremost among the ports of the great tradition.

This third great era of sail in Somerset's history was the climax of a century and a half of shipbuilders and shipmasters. In the foreign trade, Captains William and Enoch T. Bowers were following Bowers captains, Jonathan, David, Philip, Lloyd, Perry, and others of the name who had sailed large ships out of this port from before the town's beginning. At the beginning and the end of this period, a Robert Gibbs and a Benjamin Gibbs were masters as their family had been for five generations, though their schooners were now three and four times the size of those in which they took Somerset farm and forest products to market in the early 1700's.

A Brown, Captain James N., was sailing large schoon-

ers in the foreign trade now. So were John Peirce and David Pierce, 2nd. Collins and Stephen Chase, Joseph Gray, Jerathmel Swazey, Joseph Blethens (Bliffins) and David Cummings had brigs; William B. Pettis a schooner; registered in round-the world commerce. All of them were of families which had built and sailed Somerset coastal carriers since before the Revolution.

Philip Enoch Bowers, Daniel Brayton Eddy, John H. Luther, Baylies Davis were names known to the whole shipping world. New names were appearing: John A. Cotton, David B. Hood, Surbinas Marble, Henry Eddy, Joshua Elwell, H. B. Major, Elisha Burgess; and the famed John A. Burgess, master of the Virginia now, but soon to captain the great Somerset-built clipper, Governor Morton.

On decks laid down in Somerset, in the closing decades of this period would come, along with Somerset's own Burgess, the glamorous names of Hy Wakeman, Charles Cheever, William Henry, J. Madison Hill, James Reed, Francis and David Bursley, Whittlesey, James Johnston, Stetson and Martin Thompson.

At the opening of the Mexican War, Captain Baylies Davis, who though just turned twenty-one was a full-fledged master; Captain Philip E. Bowers, Captain Daniel Brayton Eddy and Captain James M. Hood, chartered their vessels for the carrying of supplies to Mexico for the United States government. Captain Bowers, "as fine a man as ever stepped on a deck," was sailing his own brig *Excelsior*. Captain Daniel Brayton Eddy, father of Daniel Bowers Eddy, was sailing his beautiful two-masted schooner *Louisiana*. And Captain James M. Hood the Eddy brig *Virginia*.

Captain Davis' run was to Corpus Christi with supplies for the army base there. He came through the war without recorded mishap and lived to operate a charter for the government again during the Civil War and finally to become captain of the Fall River Line steamer *Puritan*, retiring in 1897 and dying in 1900. Captain Eddy ran to various points on the Louisiana, Texas and Mexican coasts; and it fell to his lot to be the man to bring back to this

country the news of the army's victory at Palo Alto. Driving the *Louisiana* across the Gulf he docked at New Orleans, and without stopping to change his tropical clothes mounted a horse and rode through a driving storm to bring to the army post at Baton Rouge the vital despatches he carried. Captain Eddy also sailed for the government again in the Civil War, with the schooner *Jessie A. Woodhouse*. He was the master who took the great ship *William Nelson* on her first trip out of Somerset for delivery to her New York owners.

After several voyages to Vera Cruz in the *Virginia*, Captain James M. Hood was wrecked on the Mexican coast and was forced to land his boats in the enemy country, 200 miles from General Scott's army. In the landing, George Luther of Somerset, a nephew, was drowned in the surf. With nothing but their language to identify them, Hood and his men convinced the Mexican authorities that they were from an English vessel and they were released and given transportation to New Orleans from which they made their way to Somerset.

The revelation which Hood had received of the demand for vessels for the Mexican and California trade, and the rise of the American clipper ship era on all the oceans, determined him to go into shipbuilding. For the location of his yard he chose the site previously occupied by Nathan Davis, Sr., and Joseph Simmons, north of the early Bowers Shore yard. The Hood yard is, therefore, the wide and extensive flat area made by building up the shore and cutting deep into the hill just south of the old nail mill, and later used by the "upper mill" for its rolling mill.

Here, in the spring of 1849, James M. Hood launched his first vessel, the schooner *Empire State*, of 100 tons, built for Captain Surbinas P. Marble. While the *Empire State* was making ready to launch the *Somerset*, a brig of 180 tons, was laid down. This was the first of the boats designed by Stephen L. Dickinson, who was also its master carpenter or superintendent of construction. Dickinson remained with the Hood yard from then on to its close. The *Somerset* was

rigged in the stocks and launched ready to sail. She drew only four and a half feet, being intended for the shoal waters of southern cotton ports.

The place of the Somerset in the yard was taken by the ship Milford, 424 tons, built for Southport owners and captained during her career by the famous Hy Wakeman. She appears to have made no outstanding record among the clippers, being, like the Somerset, of shallow draft for the southern cotton trade. But she added to the reputation of the Hood yard. Captain Hood himself sailed the Milford to New York, taking Captain Edward B. Chace as pilot.

The schooner Fountain, 110 tons, for Captain Henry Eddy, was next launched from the Empire State's space and a large ship of 600 tons, intended for New York purchasers, was laid down. In the fall of the year 1850, fire broke out in the hold of this vessel on the stocks. There was no fire engine in Somerset at that time. The flames spread from the ship to the mold loft. Patterns, models, and a great quantity of material were destroyed. The fire then spread to the Old Tavern house and the residence of Baylies Davis, Sr., father of the captain, destroying both. It was finally checked by blowing up a house in its path.

The yard and its buildings were restored and a new ship, the Rosario, 528 tons, was built for Amos and Mulford Howes of New York. The owners assigned the Rosario to Captain Caleb Sprague, who is later found sailing the clipper Gravina, and finally the Neptune's Car which made the New York-San Francisco trip in 115 days. While not one of the record making ships the Rosario and her first master belonged to the clipper class, which deserves definition.

"Clean, long, smooth as a smelt," is the classic definition. "Sharp, arching head. Thin hollow bow; convex sides; light, round and graceful stern. A genuine East Indiaman or Californian. Aloft, large built, iron-banded lower masts; taut tapering smaller masts, long-proportioned spars from lower to skysails yards. Above board she towers up with strong, fibrous arms spreading a cloud of canvas to the gale."

But it took a clipper captain to make a ship a clipper ship. "It took a hundred years to build the clippers. It took a generation of undiluted hell to develop the men to sail them. Out of the storm and stress and terrible drive came the fine gold of the sea—quiet-spoken, self-possessed men, under whose unruffled surface played panther sinews and whipcord muscles, and in whose hearts the thought of fear never wakened—men who, by sheer vital force, could cow a score of the most desperate characters that ever wasted good salt horse. Such were the men who sailed the clipper ships."

After the Rosario the Hood yard built the 229-ton bark Fanny Major for Captain H. B. Major. This was followed by the ship William Nelson, 1000 tons, the largest vessel up to that time laid down in Somerset. She was built for the New York and Liverpool trade under the supervision of the famous Charles Cheever who was to sail her.

Then came the Raven. Nearly finished when the Rip Van Winkle was launched in 1851, the Raven was of 712 tons, 158 feet in length and 32.8 feet beam, drawing 17 feet; and one of the smartest ships that ever sailed. In her first year, Captain William H. Henry sailed her from Boston on August 5 and arrived in San Francisco in 106 days. It does not appear that the Flying Cloud while in the San Francisco trade ever beat this but once. After reaching San Francisco on various trips from New York in 113 days, 106 days, and 112 days, the Flying Cloud made its high record of 89 days and eight hours. Captain J. E. Williams in the Andrew Jackson, made the trip in 89 days, four hours. And in 1854, according to the same authority, the Raven under Captain Henry Hanson cleared New York on February 23, stopped at Rio De Janeiro, cleared from Rio to San Francisco and arrived there in a net sailing time of 84 days. Perhaps it is because Somerset has never had story-tellers of ability equal to its shipbuilders that the fame of this record has never been spread. It appears to be unequalled.

What would have happened if the Raven and the Flying Cloud or the Andrew Jackson had sailed side by side with the same weather and the same winds cannot be known. But the

records show that the Raven was the winner in one of the hardest-fought, closest and most interesting of the many races between New York and San Francisco.

To quote from Carl G. Cutler's account of this race in his splendid book, *Greyhounds of the Sea*:—

“By all odds the closest and most interesting race to California during the year 1851 was that of the Sea Witch, Typhoon and Raven. The Sea Witch under Fraser sailed from New York on the 1st of August, followed the next day by the 1600-ton Typhoon commanded by Charles H. Salter of Portsmouth. The Raven, smallest of the three, sailed from Boston on the 5th in charge of Captain William H. Henry.

“It was a hard-fought contest in which first one ship and then another had the advantage. On the 28th of August, off the Brazils, the Typhoon came dead into the wake of the Raven. Both ships made all possible sail and the Typhoon gradually drew ahead. As they closed in on Cape Horn the Raven and Sea Witch were sailing on even terms with the Typhoon two days astern. Off the Horn the two little clippers fought it out tack by tack, with the Typhoon, helped by her greater size, slowly drawing up to them. Up the Pacific they went, both ships gaining again on the Typhoon, and the Sea Witch increasing her lead over both. They crossed the Equator with the Sea Witch two days ahead of the Raven and four days ahead of the Typhoon.

“On the long close-hauled stretch from the Line to the Golden Gate the Raven and Typhoon began to overhaul the Sea Witch. Nevertheless it was a race right up to San Francisco Heads. Five hundred miles from port the luck of the Sea Witch deserted her. She ran into a belt of calms and light airs which resulted in her taking five days to cover a distance she should have made in two. At the last moment both her competitors slipped by her, the Typhoon entering the harbor on the 18th, the Raven on the 19th and the Sea Witch on the 20th of November.

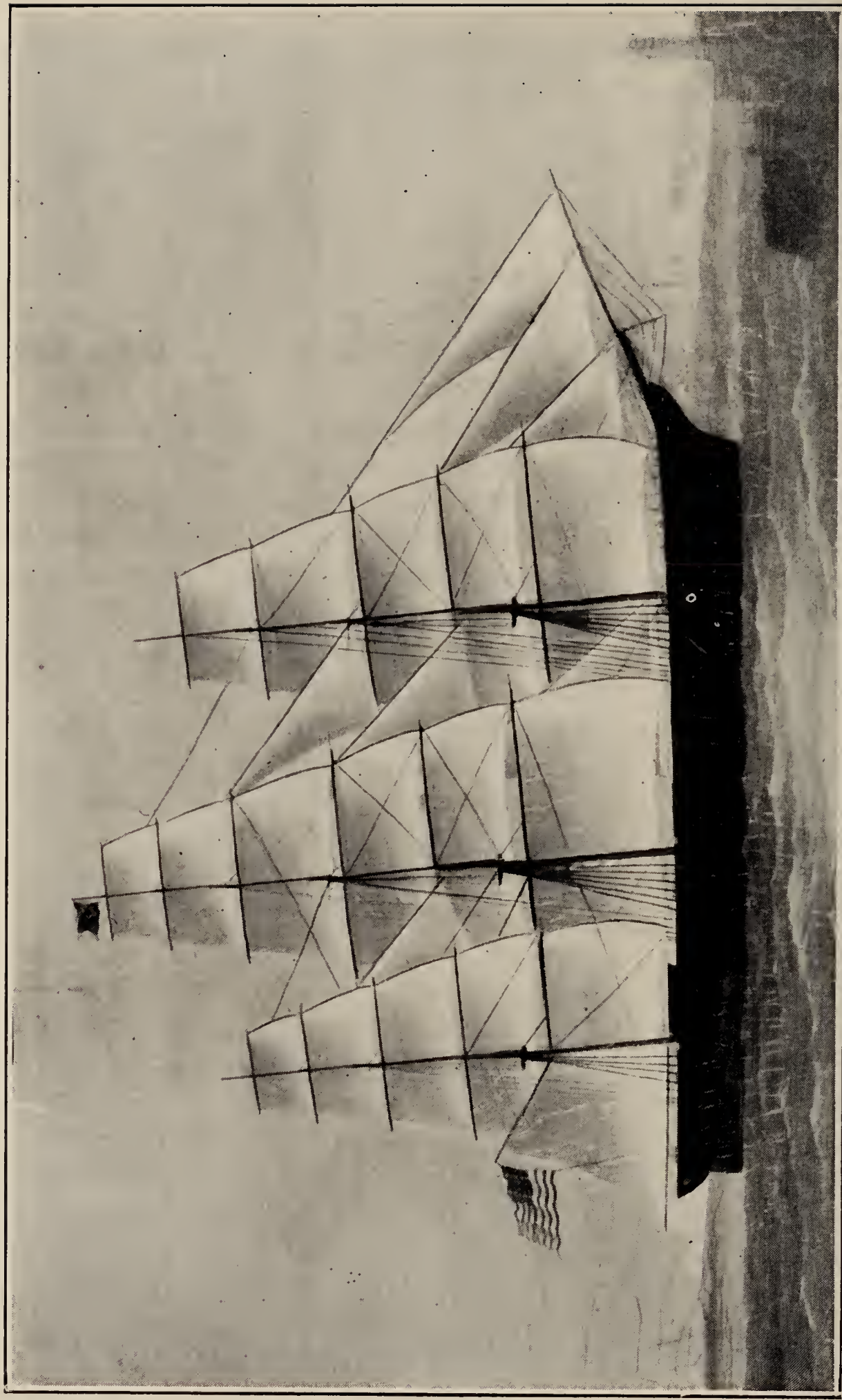
“By virtue of her later start the Raven emerged the winner, her time being 106 days, as against the 107 and 110 days of the Typhoon and Sea Witch respectively. It was a

notable victory, since the Typhoon was not only double the Raven's size but had already proved herself to be of championship calibre, as her record run from Liverpool testified, while it seems to have been the only instance where the Sea Witch was ever headed by a ship approaching her own tonnage.

"Moreover the Raven's margin of victory would have been even greater if she had not lost her maintopmast three days before reaching her destination. It was estimated that this accident cost her two full days."

The Raven shares with two other Somerset-built ships, the Archer and the Governor Morton, the honor of top rank among the great clippers of the greatest clipper period. John A. Burgess made the San Francisco run in the Morton in 104 days, including a 12-day setback off the Horn. Captain George Thomas got the Archer there in 106 days and made the amazing time of 127 days from Shanghai to London in the Archer in 1852. But the Raven was Somerset's best.

Crocker and Warren of New York owned the Archer and the Raven. The Raven was condemned at Rio De Janeiro in 1863, sold, and repaired as a bark. She was last traced as the bark Bessie under Spanish register in 1875.



THE CLIPPER GOV. MORTON — From Painting in The Burgess House

CLIPPER SHIPS II

FOLLOWING the Raven down the ways at the Hood yard came the Greenfield, also sailed by Hy Wakeman for New York owners. She was 562 tons; and the Pathfinder, 378 tons, Captain James N. Reed, for New York owners was even smaller. The Pathfinder's first trip to San Francisco was 151 days, but she suited Captain Reed who on his arrival there joined the firm of Ogden and Haynes in buying her for operation in Pacific waters.

The great Governor Morton, 1430 tons, was next. The Governor Morton, was a Somerset enterprise in other ways than in her building. Although one-half owned in New York by Silas K. Everett and E. B. Brown, the balance was owned in Somerset and vicinity: in Somerset, John A. Burgess 1-16; James M. Hood 18-80; in Taunton, Marcus Morton 1-16, Nathaniel Morton 1-16; in Fall River Jonathan W. Lindsey 1-80; in Providence Nathan B. Hall 1-80, and in Newport, William H. King 1-16.

Captain John A. Burgess was signed as her master from the time the contract was let and was her superintendent of construction. She was launched on a bright October morning of 1852. It was a gala occasion, later described by Henry T. Buffington, who was present, as follows:

"She was launched before being rigged. It was a notable event. Preparations had been made for a large number of people and a huge clambake was prepared for the invited guests. The steamer Bradford Durfee was chartered by Fall River people to take them to the launching. Fully 5000 people, in all, were present.

"All the morning the sounds were heard of mauls clearing away staging or driving home wedges and of the shouts of men giving the necessary orders. At length the last wedges were driven home. Then silence. Then the final order to split out the last block was given.

“ The noble ship, scarcely moving at first, gathered speed and slid down the ways until her element was reached with a bound as if she were a mighty thing of life. Startled at first by the mighty shout of the spectators she was lulled to quiet by the steamers’ whistles which welcomed her to her proper element.”

The dinner was spread in the steam mill. Speeches were made by ex-Governor Morton and by John S. Brayton, at that time a member of the governor’s council. The Governor Morton was sparred and rigged at Eddy’s wharf, then towed to New York and sailed in December under Captain Burgess on her first voyage to San Francisco. This first run began on February 7 of 1853 and required 123 days. The next year she made her phenomenal trip of 104 days, including 12 days delayed by headwinds off Cape Horn. In 1856, when she had been transferred to the command of Captain John Charles Berry the Governor Morton made a passage between Melbourne, Australia and Callao, the port of Lima, Peru, in 31½ days, considered to be the all-time sailing record for that run. In that year Captain Burgess was sailing the Challenger in the tea trade and made a famous run of 109 days from Hong Kong to Deal, England, though this record was several times surpassed.

As the Governor Morton approached completion the smart clipper Archer was begun being laid down so close to the Morton that the equipment to service one vessel was handy for the other. She was built for the East India trade and her building supervised by Captain David Bursley who had been selected as her master. She was launched in 1852 and towed to New York where her owners had her sparred and rigged. Some of her trips from New York to San Francisco were 146 days, in 1853; 106 days in 1854; 135 days in 1856; 127 days in 1857, and 110 days in 1859. She was a standard for clippers of her tonnage, which was 1096, and a figure on the sea for 27 years until she foundered, February 12, 1880, on the way from New York to Havre.

The Rip Van Winkle, 1095 tons, followed. The model of this ship as it came from the hands of Stephen Dickinson

is now in the possession of Charles Simmons. She was built for Eagle and Hazard of New York and captained by Elisha Baker. Her launching was celebrated by a grand ball, held in the hall over the old School Street school. The floor managers for this ball were Captain James M. Hood, John Bowers, William Lawton Slade, Avery P. Slade, Cyrus M. Wheaton and F. Oliver Smith. The year was 1853.

The William Mason, 200 tons, for Captain N. S. Staples of Taunton, was next from the Hood yard; followed by the schooner Mary and Susan for Captain Surbinas P. Marble of Somerset. This Surbinas was a man of great enterprise, founder of a steamboat line to Albany, and brother of Joseph G. Marble, merchant and coastal trade who was a leading figure of the town in these and following years. Joseph was a silent partner of James M. Hood in the financing of the ship-yard and in respect of some of its contracts an active one.

The yard now secured contracts for four United States Revenue Cutters of 150 tons each, which were christened the James C. Campbell, the Robert McClellan, the J. C. Dobbing and the Caleb Cushing. These were followed by five lightships of 232 tons each, the Rough and Ready, the Minot's Ledge, the Sandy Hook, the Rattlesnake Shoal; and the Suckernessett Shoal, 150 tons.

Two ships were launched at the Hood yard in 1853. One was the Skylark, 1029 tons, built for Crocker and Warren of New York for their Hamburg line and captained by William W. Henry. She was sold at Hamburg in 1865, and went under German registry with a name not known. The other was the Mischief, 560 tons.

The Mischief was prophetically named. She was unusually narrow in design and heavily sparred. Observers commented on this. She was built of hard pine instead of oak. Critics said that made her too heavy. As she approached the date of her launching the comment of wiseacres had effect and they delayed the day to put sixty tons of ballast in her. Finally on a bright morning, full sparred and rigged, she was started down the ways. In the water she moved

just far enough into the river to have room, and capsized, spilling her deckload of men and women guests into the water. Her hatches being open, in half an hour she had sunk in the deep water just off the flats.

Captain Surbinas P. Marble took charge of the salvage using the yard's earliest schooner, the *Empire State*. He dumped a large load of ballast in her hold, then rigged tackles to her topmast head and volunteers worked all night to haul her upright where morning found her, roped between two smaller vessels. More ballast was put in and she was towed to New York where she was conditioned for the San Francisco service. Hopes that the *Mischief* would prove fast were never realized. She made a creditable record, however, with 130 days from New York to San Francisco and was there sold. W. H. Merrill and Martin Townshend were her masters.

One more vessel came from the Hood ways in early 1854: the bark *Escort*, 575 tons, built for Captain Talman B. Wakeman of Southport, Connecticut, and sailed by him, but not reckoned among the clippers. Beside her as she started down the ways was growing a mighty ship of 1940 tons. This vessel was so large that while her stern was close to the water's edge on the eastern boundary of the yard her bowsprit reached out over Main Street where the old Mt. Hope office now is, with carriages and persons on the sidewalk passing to and fro beneath it. On September 21, 1854, this unfinished ship took fire and the resulting conflagration wiped out the Hood shipyard, all surrounding buildings, including the James M. Hood home, and the James M. Hood business.

The decline of the clipper and other changes in ocean trade, together with the approaching depression of 1857, were already evident and Hood never rebuilt. S. F. Dickinson, who had been Hood's designer and master carpenter, endeavored to carry on for a while on his own account. He built the schooner *Martha Wrightington*, 166 tons, for Captain George E. Thatcher of Dennis and a schooner *Mina Sheffers* for New York owners. But Somerset's day of the clipper ships was done.

Stephenson F. Dickinson was the most gifted builder of ships the town has known. It was to him that the brilliance of the Somerset clippers must be credited. His method of designing a clipper's hull is still remembered. When he had put together with screws the number of layers or laminations of thin wood necessary for the carving out of a hull model, it is said he would lay it on the floor and with a sharp axe hew the pattern with no guide but hand and eye until it was perfect.

Working under him or beside him as assistant master carpenter was another ship designer of rare ability, Joseph C. Terry of Fall River. Terry retired from the Hood works to set up for himself in Fall River where he built the famous schooners David A. Brayton, D. M. Anthony, Carrie S. Hart, William T. Hart and others. Following the Civil War, Joseph C. Terry returned to Somerset, with his son Walter, to become a member of the firm of Terry and Bealky. Later, he retired from this firm and opened the last of several shipyards he operated in Fall River, near the east end of Brightman Street bridge where the ferryboat Weetamoe ended her days, as told in the chapter on Slade's Ferry.

In the closing year of Somerset's clipper era two brigs were being built by the firm of Chace Smith & Co. at Bowers Shore, which for their speed were counted among the windjammers of the day. These were the Ocean Wave, 289 tons; and the Rolling Wave, 297 tons. Both vessels had a long list of owners, the Ocean Wave being financed by thirty-nine Fall River business men and several from elsewhere; and the Rolling Wave by much the same group. William H. Shaw was master of the Ocean Wave and Seth Cole of the Rolling Wave. The vessels were built for the tea and other oriental trade.

The timber used in the ships of this time was mostly purchased in Somerset, Swansea and Rehoboth; some of it in Dighton. At busy times ten two-horse loads a day were required and seldom less than two. A ropewalk along Main Street and the Somerset Iron Works for making anchors were added to the town's industry by the demands of the

yards. Much skilled labor was brought in, but Somerset was a shipbuilding and sea-going town and furnished most of what was needed. It is probable that half the male population at this time found occupation either in building vessels large and small, or sailing them.

Many houses in the town date from this era; and it is said that all houses of this and earlier periods can be identified by the fact that their front doors face the river.

Socially the period was notable. The great Jerathmel Bowers mansion was now the Somerset House, operated by Captain Howard Peterson, and was full winter and summer. Summer brought many well-to-do families from New York and even Boston and Providence to stay here where great captains, the national heroes of the day, could be met.

Among those who had been attracted by the life and beauty of the town was Captain John A. Burgess, who early in the period sailed into the harbor, liked it, and bought the Lloyd Bowers, formerly the Henry Bowers, house and gave it the name it still bears. His investment in the place included several of its smaller craft which he owned in part with local men or with Elisha, himself a captain. Captain John also bought a large farm running west from the waterfront along the south side of North Street.

The California rush which had brought Somerset so much industry temporarily emptied it of adventurous young men. Two large Somerset contingents left in '49 and '50 joining with New Bedford gold seekers in chartering the ships *Magnolia* and *Mallory*. A few of these remained in California to settle down, among them Joseph Brown's son Benjamin. Franklin Simmons, Patrick Synan, Horace Slade, Edward J. Slade and John Hathaway were other local Forty-Niners; and Anthony S. Hathaway went directly from Somerset to the rich Sutter's Mill district. Most of these later returned to active part in Somerset life. Joseph Gibbs did not make a fortune in gold but in California as in Somerset he was a Gibbs and had soon established Gibbs' Ferry at San Francisco which he ran for some time before coming home.

The Somerset of this period was a port of commerce. In the background of the great clipper ships there was always the fleet of little vessels; and while the great ships were building, people of the present who know the story from their fathers insist that the shore from Village to Point never failed to have small vessels under construction all along its length.

It was these little ships, not the great industry, which spread the unquestionable average prosperity of the town in those days. A memorandum of the division of a year's net profit in operating the little 58-ton sloop Avon in the year 1827-1828 between Somerset and Albany shows these figures: Henry Gibbs, 5-8 \$1877.03; Wheaton Luther 2-8 \$740.66; Robert Gibbs, 1-8 \$216.33. Total profit for the year \$3,003.25.

With the late 1850's the registrations of big vessels and small drop off almost mysteriously. After the Rolling Wave in 1855 to 1860 there are but two local additions of large Somerset vessels. One of them, more properly a Fall River boat, is the schooner Iram Smith, 249 tons, with John McGiven master. And the other is the David Crocket, of the clipper class, built in Mystic and John A. Burgess master. In 1860, there is but one new registration, Benjamin Gibbs' 164-ton schooner Flight; and no other until Job M. Leonard registers the Brig Cordova, Captain Richard Hawes, for the Iron Works company, in 1862.

No new clippers were launched in America after 1857. Four new ships of clipper form may be credited to other ports in the next two years, but they lacked the lofty spars, immense yards and speedy hulls of the true clipper. Grand ships would be built again after the Civil War, and great captains would sail them; but shippers and owners, and insurance companies, saw to it that they were of more conservative type.

The mast-wrecking, hull-straining, man-killing pace of the old champions had proved their undoing. Many of them, like the glorious Sovereign of the Seas, sailed by George Hubbard Gardner of Gardner's Neck, lay piled on the rocks

of lee shores dared once too often; others were sold abroad to be re-rigged more conservatively. The Flying Cloud had been laid up two years. Other great beauties waited long for cargoes. When they got them they still sailed like race-horses. But the last great windjamming, record-making voyages were finished by 1859. The clipper days were over: in Somerset and everywhere.

Captain Hood finished his public career as Minister to the Kingdom of Siam to which he was appointed by President Franklin Pierce. He was the first foreign representative who refused to kneel before the King of that country, explaining to him that "Americans don't kneel to anybody." James Madison Hood was born in 1815 the son of John Hood and the descendant of several generations of Somerset shipmasters.

A singular souvenir of the fire which destroyed the Hood plant still remains. Two linden trees on Main Street, which in 1854 were young trees recently planted, were scorched on their east side by the flames of the fire, but not destroyed. The folding over of the bark to cover the wounds thus made is still to be seen on both trees; and has been watched through the years by one curious in such matters who knew the original cause.

PROGRESS ASHORE

THE years 1815 to 1860 were as full of event and progress on land as they were at sea, with hardly any type of growth or enterprise lacking.

The Fall River cotton mills began in 1812, with Somerset capital prominent in their building. David Anthony, son of the David who had been receiver of John Bowers' estate, followed his investments in these to become the rising city's first bank president, at twenty-six a mill treasurer and ultimately president of the Fall River Gas Company. Year by year increasing amounts of money made in Somerset commerce went to build the fast multiplying mills, with Somerset's Slade and Brayton families ultimately becoming dominating factors in Fall River industrial and financial circles.

The mills returned the favor by furnishing for a time a new industry for Somerset. Until the spinning frame was developed, all yarn used in cotton weaving was made by hand. Cotton was brought to Somerset and all surrounding towns for the women to spin, and many a well-to-do home was sufficiently New England to be willing to add to its income in this way.

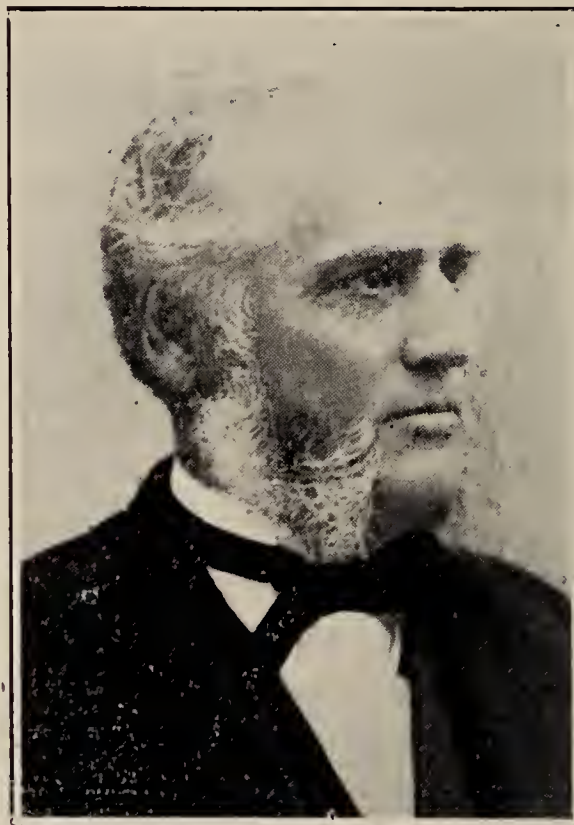
In 1827, Somerset became ambitious for its schools, and at a town meeting especially called for the purpose, re-divided the town into six districts and appropriated the large sum of about \$1800 for school maintenance. In 1834, it enacted an impressive piece of pioneering by doing away with the pernicious system of independent committees for each district and appointed a town "Prudential School Committee." This was half a century ahead of the State law. The 1834 Prudential Committee was Lemuel Chace, George B. Hood, Isaac Peirce, William Chace, 2nd., Samuel Gibbs and Jeremiah W. Anthony.

In 1831, the town petitioned the State Legislature to

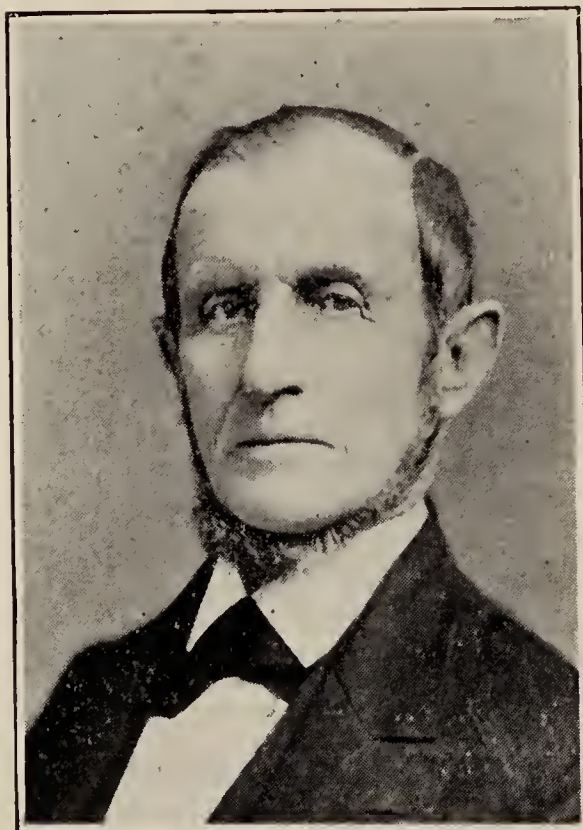
NOTABLE SOMERSET CAPTAINS OF FOUR ERAS



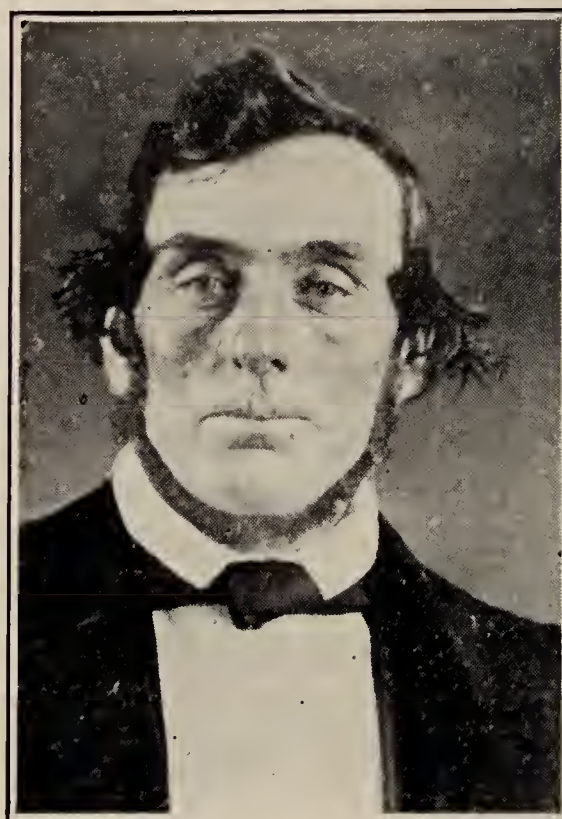
CAPT. WILLIAM BROWN



CAPT. JOHN A. BURGESS



CAPT. DANIEL BRAYTON EDDY



CAPT. SURBINAS P. MARBLE

promote a railroad line connecting Boston with New York with the passengers transferring to boats at Somerset. The movement was launched at a town meeting on June 27 and Wheaton Luther was appointed to go before the legislature with "a plan of Mt. Hope Bay and Taunton River," to show that Somerset was the logical rail and boat terminus for such a line.

This was fifteen years before the Bay State Steamboat Company, precursor of the Fall River Line, was initiated and its Boston-Fall River-New York service established.

The bridge and causeway across Broad Cove were authorized the next year, 1832, with the town agreeing to pay half the maintenance and repairs. This road and bridge were promoted by Captain William Cobb, of Dighton, who in 1866 built the Somerset railroad bridge.

This was the year of the plague. Cholera, brought on ships from the Orient, struck first at New York and spread rapidly. On July 3, 1832, a special town meeting appointed a committee "to guard the town against the distemper." Similar committees were appointed everywhere. Fall River raised a barrier across South Main Street at Tiverton and allowed no one who was not going immediately through the city to enter. Ropes and a guard were set up across Ferry Lane and only those Somerset persons whose health could be vouched for were allowed to pass. The discrimination in favor of Somerset was due to the fact that Somerset farms and market gardens largely fed Fall River in those days.

In the midst of the alarm a shipload of well-to-do New York families fleeing the cholera arrived at Fall River. Newport had already refused them admission. Fall River turned them away. In despair they headed across the bay to Somerset. Somerset's committee on health seem to have found no objection to their landing. The refugees were taken in by families who welcomed the financial income, and they remained until winter had freed New York of the plague. Fall River had numerous cases of cholera and some twenty deaths. Not a case of it appeared in Somerset.

The enterprise of young Joseph G. Marble attracted attention the next year, 1833, when he launched his Charleston Packet to serve two stores he had set up, one in Somerset and one in Charleston, South Carolina. The profit of carrying New England manufactures to a store in the South and bringing back southern commodities to sell in Somerset was obvious. Captain Marble combined general freighting and passenger carrying in his packets, of which he soon had two; and grew to be the town's wealthiest merchant, one of its most influential citizens—and a confirmed bachelor.

The building known to recent generations as the Deardon Block was Joseph G. Marble's store. William Deardon began as clerk in the Marble store, married a sister of Joseph and Surbinas, and when Joseph died, in 1885, succeeded to the business. He put in the store front and raised the building to three stories, the upper two being tenements.

What might be named the Great Oyster War arose the next year. This resulted from a program of the selectmen to control the oyster business of the town. It was an important matter. Somerset oysters were excellent and had a good market in cities as far away as New York. A warrant for a special meeting called for April 30, 1834, is for the purpose of protesting "the unlawful acts of the selectmen" in: 1. taxing five cents a bushel on oysters; 2. giving an exclusive privilege for taking oysters; 3. charging for permits to transport oysters out of town. These acts, it was charged, had no foundation in law. The resulting meeting reached a compromise allowing residents to take oysters from beds within a specified distance of shore.

In 1835, another captain opened a grocery store in the Village, and operated it until his return to coastal trade, ten years later with the same conspicuous success that he did everything else in a long and varied life. This was Captain Nathan Davis, 2nd., better known to his times and the generation since as Deacon Davis.

Son of Captain Jonathan Davis of Freetown, Nathan sailed with his father in the coasting trade at the age of

eleven, and at seventeen was himself commanding the sloop Mary. Before he was twenty, he had joined with Joseph Simmons in building the sloop Ranger of which he became master; and shortly afterwards built his sloop Temperance, famous because he had it christened with water instead of wine. It is said that liquor of any kind was never drunk aboard the Temperance; and it is certain that in later years each of his five seafaring sons captained her in succession for unfailing profitable years.

The sons were the famous quintet of captains: Nathan S. and Elijah (Danger Davis) of the Fall River Line; Amos, lost at sea, and Joseph F. and Cornelius A. builders and masters of great sailing vessels in the 1870's and 1880's.

Nathan Davis' popular title of Deacon Davis came from the fact that he was fifty-two years a deacon of the First Baptist Church of Somerset, and devoted his life zealously to living in accordance with that office. He gave much time to working and preaching among the Indians of Gay Head and Cuttyhunk and was greatly esteemed by them. Prospering in everything he undertook, Deacon Davis became, before he died in 1886, one of the wealthiest and most respected men of the town.

Mills in Fall River continued to multiply. In 1835, the American Print Works began operation. Fall River's population in 1830 had been 4159. In 1840, it was 6738. In 1850 it reached 12,500. Somerset-born Lloyd Earl moved across the river and joined with Rehoboth's Danforth Horton in building, before his career was ended, twenty mills, the Granite Block, since burned, the City Hall whose walls are the walls of the present building, the waterworks, the brick First Baptist Church, and many fine homes.

Most of the Somerset promoters of Fall River retained their land; their homes, at least as summer residences; and their interest in the affairs of the town. Some families prominent in the new city's business went there to live; and some who found employment in the mills. Somerset's loss of population, however, was not significant and has long since been repaid by families moving from Fall River into Somerset in its later residential periods.

In 1838, Somerset made a second constructive move on behalf of its schools. On December 5, a town meeting voted that non-resident landowners should be taxed along with residents for the support of the schools. The number of school families in 1827 had been 205. By 1844, it had grown to 238; by 1852, to 277. Taxes in these years were not collected, but paid voluntarily to the town treasurer, with four percent discount if paid in sixty days after assessment. Beginning in 1840, the discount for many years was six per cent.

The opening of the Old Colony Railroad branch from Myricks to Fall River, in 1845, made a great change in the travel habits of Somerset. A railroad connection now lay just across the river, with trains stopping at "Somerset Junction" to leave and take on passengers by a ferry from the Village. In the Civil War period, the Village in consequence of this connection became a considerable army depot.

Steamboats by this time were mingling commonly with the sails on the Bay. The Bordens' Fall River-Providence line of 1828 was followed in 1845 by the steam propeller Eudora running regularly to New York with William Brown of the Egypt Browns as captain. In 1846, the Bay State Steamboat Company, with the steamers Bay State and Massachusetts, was operating, and William Brown now captain of the Bay State. The Empire State, 1848; and the State of Maine, 1850, followed, with the Metropolis in 1854.

In 1853, Somerset had a steamboat line of its own, with the steam propeller Albany running between Somerset and Albany, under Surbinas Marble, who was the company's organizer. The Albany made its first trip on July 15 of that year. The Fall River News of the next day thus noticed the event: "The steam propeller Albany, 230 tons burthen, has been purchased by certain parties in Fall River, Newport, New York and Albany, and is designed to run between Fall River and Albany as a freight vessel. She will touch at Oliver Chace's wharf in Tiverton, at Newport and New York. S. P. Marble is captain of the Albany, and N. B. Borden

& Co. are her agents in Fall River. The Albany started on her first trip from this port yesterday."

The Albany's business proved so good that she made her trips the following year with barges in tow. Captain Surbinas already owned a fleet of three sailing vessels: the Chief, the Susan and Mary and the Black Hawk, in the coastal trade. These vessels he sold later, during the Civil War, to the government, operating one of them through the war.

The year of Surbinas' steamer line saw the establishment of Somerset's first industry other than pottery and shipbuilding. This was the Somerset Iron Works for the manufacture of anchors and other large forgings at the location of the later "lower works" of the Mt. Hope Iron Company; the approximate site of Jonathan Bowers' shipyard.

This Anchor Works, as sometimes called, was managed for the first two years by William Sampson; and then, in 1885, was reorganized as the Mt. Hope Iron Works under the management of Job M. Leonard whose family, with the Russell's, had been making iron for four generations at Raynham.

Job M. Leonard, born in Raynham in 1824, was the descendant of both the Henry Leonard and the Ralph Russell who in 1652 established at Raynham the first iron-works on this continent. Choosing Raynham because the meadows abounded in bog iron and ample woods were granted them for cutting wood for charcoal, this firm had early achieved a reputation which it kept throughout the Colonial and national period, as is testified to by the fact that it was chosen to make the anchors and other ironwork for the frigate Constitution, "Old Ironsides." Job M. was descended from Russell Leonard, of the second generation of the Raynham partners.

Not originally destined by his family for the iron-making industry, he went to school in Taunton, worked on the farm and at sixteen, entered business for himself. At twenty-six he organized the East Bridgewater Iron Works, and at the age of thirty he sold out his interests there and the next year bought and reorganized the Somerset Iron Works,

making his wife's father, Albert Field, president. In the period after the Civil War his two companies, the Mt. Hope Iron Works and the Nail Works, as it was commonly called, were the largest factor in Somerset's industrial chapter.

In 1854, the year of the Hood shipyard's destruction by fire, the Boston-Stove Foundry was established on a portion of the site which the yard had occupied.

As the year 1860 came in, the town's population, somewhat reduced by the discontinuance of shipbuilding and the dispersal of its unattached labor to find other occupation, was 1791. Of this number, 1215 lived in the Village between North and South Streets, a New England seaport town with its hillside of white houses topped by church spires, and its Main Stret with its "Captains' Row" of fine mansions looking out across a slope of scattered stores, shipchandleries and dockside warehouses to keep track of what shipping came and went.

Between South Street and Slade's Ferry the residents numbered 368 largely centered around Egypt where the Somerset Pottery had incorporated for \$25,000 and John D. Cartwright, town clerk from 1833 to 1861 and keeping his records in notable handwriting, had added his grocery to that section's business.

In 1847, Slade's Ferry put on its first steam-power boat, the Faith, and Cory D. Brightman, its Fall River partner, donned a beaver hat for his duties as purser west-bound and pilot east-bound.

South of the Ferry and on the Point were 208 residents, divided among 58 homes. The Point, except for an occasional small vessel building here and there along the shore, had remained as agricultural in appearance and in fact as in the days when Wilburs, Slades and Braytons had first settled it, over a century and a half before. The next three years saw a change in this with Somerset's first railroad crossing the neck from Lee's River to a ferry terminal which still remains on Brayton's Point, and a little later the establishment of a marine railroad and shipyard industry that outlived all others in town.

THE CIVIL WAR YEARS

IN April 15, 1861, President Lincoln issued his call for 75,000 men to reduce the rebellion of the South which had culminated with the fall of Fort Sumter. Somerset selectmen immediately warned a town meeting for April 27 which duly met and made two appropriations.

One was the sum of \$5000 "to be expended in furnishing uniforms for the military company which may volunteer their services to the Federal Government in the present crisis in our national affairs."

The other was the sum of \$3000 for the town to pay a bounty of \$25 to each volunteer and to guarantee volunteers \$26 a month for each month in active service inclusive of government pay, together with such board as might be thought necessary. The military company to be thus supported by the town was not to exceed 50 men.

The committee appointed to carry out these enactments was: William P. Hood, Henry E. Marble, George P. Rice, Daniel Wilbur and Alfred Pratt. On a second motion there were added to this committee Joseph G. Marble and Job M. Leonard.

The meeting was then adjourned for one week and adjournments followed throughout the war period so that in effect there was a town meeting each week for the first two years of the war, and monthly if not more frequent meetings through the last two.

The expectation of a military company from Somerset did not materialize. Regiments were recruited by counties with quotas assigned to each community so that while the larger cities might and did have companies predominantly local, Somerset men were scattered through many units and cannot be traced as a group either by regiment or company.

In August of 1862, a meeting was held "to make up our quota of the 300,000 called for by the President," and an enlisting committee appointed consisting of William P. Hood, Joseph N. Smith, George F. M. Forrester, Benjamin Cleveland and William Lawton Slade. The sum of \$2700 was voted for bounties and pay. The next week, the sum of \$6000 was voted to pay bounties of \$200 to nine-months volunteers.

The next month, September, 1862, saw the draft in effect and a town meeting voted a bonus, not specified, for men to take the place of those drafted who did not want to go.

In 1863 and 1864, the town was paying \$125 to everybody who enlisted, making up the minimum pay of \$26 a month, and supporting soldiers' families to the number of forty-one. In addition, it voted to reimburse all those who had advanced sums in the nature of bounty to enable men to volunteer. The total annual expense of the town for these war purposes was greater than any single item in Somerset's history up to that time.

Registration of militia for home guard service, made under the Massachusetts law of the time, had totaled more than 200 annually up to 1865. In that year a reserve militia company was formed by State order with the state divided into districts. Somerset was in District No. 75, with Joseph Gibbs captain, and 352 reservists enrolled.

Somerset had 116 men in active service in the army and navy during this war, in addition to those employed on vessels from this port chartered by the Government. The roster of those who enlisted from the town is given at the end of this chapter.

That portion of Somerset's commerce which was with the South was stopped by the war entirely, several vessels making their final delivery of cargoes at great risk and dashing home empty. With the increasing railroads taking so much of the northern coastal business it had previously carried, the coastal fleet had double cause to be idle and loss of income from shipping cost Somerset more than its war relief.

Some vessels from Somerset undoubtedly were included in the great "Stone Fleet" assembled at New Bedford in 1861 and sailed to the mouth of Charleston harbor where it was sunk, effectively blocking that harbor for the balance of the war. But no list has been found identifying them.

The idle vessels were many and the Boston Stove Foundry was not prospering, but the new Mt. Hope Iron Works was active and the Village had this and other reasons to make it a lively place. The ferry from the Tryworks wharf to the railroad at Somerset Junction became a regular route for troops from West of Taunton, bound for the South by way of the Fall River line. Though not ever a major transfer point, there were often companies encamped at the Village with their officers put up at the former Jerathmel Bowers house, and there was a stirring military aspect about the place.

This house of many vicissitudes was now a hotel operated by William Moore and his wife who was a sister of James M. Hood. The son of these two, Eugene H. Moore, became in later years mayor of Melrose. Some of the army units had bands with them which gave concerts in the evening beneath a great horsechestnut tree growing near the house, said to have been large enough to shelter a hundred people. The military companies held their drills on several of the level areas in the vicinity. And the officers patronized the hotel: and the populace.

The ferry, then operated by Thomas Evans, was literally the jumping off place for those unique products of the Civil War, the "bounty jumpers." These were men who accepted the bonus paid by state, town or individual for enlisting in the army and then took their first opportunity to escape, some of them practising the scheme as a regular profession. Some men, no doubt, were terrified as they saw the army and battle drawing close. To both kinds the thick woods at the Fall River end of the ferry looked like an ideal and perhaps a final opportunity to escape and escapes were frequent. Many got away safely. A considerable number jumped from the ferry intending to swim ashore; or tried to

swim the river from the Fall River side; or in winter to cross the ice; and were drowned. Each spring during the war released several bodies of dead bounty jumpers from the ice of the Taunton.

At Slade's Ferry also there was much traffic of troops bound for New York by the steamboat route and the Faith and the Weetamoe were often both in service, until a few weeks after Appomattox when much of its traffic was lost to the new Fall River and Warren extension of the Providence, Warren and Bristol railroad line, on Brayton Point.

This line was the first railroad to cross Somerset territory. It terminated at a dock, still in existence, on the Point where passengers transferred to the steam-ferry Oriole for Ferry Street, Fall River, where if they wished they could connect with the new line which had opened on May 4, 1864, between Fall River and Newport.

The trains on the Somerset side stopped at the head of the Ferry dock where a Y track allowed the engine to disconnect and shunt itself on to a turntable to be headed towards Providence. Passengers who had come on the train, or who had tickets from Fall River, were ferried free. The ferry fare for others was five cents. The Oriole connected with three trains a day.

One of the outings of these years for Fall River people was to cross to Somerset in the morning by Slade's Ferry, bringing a lunch, for a day's berrying, or tramping, or to pick the cherries along the shore on Read's Woods Farm, and return in the afternoon by way of the Oriole.

With the coming of this new connection to the city the Slade Ferry route lost much of its value. In 1871, William Lawton Slade bought out the Brightman partners and was sole owner when the Fall River-Warren line, in 1875, added six miles of road between Brayton's Point and Ferry Street by way of the new Slade's Ferry Bridge.

In 1865, the year after the railroad came, Brayton's Point, for two centuries given over wholly to farmsteads, had another activity. In this year Edward Lucas and Axel Bealky built a marine railroad at the general location of what has since been successively Bealky's, Read Brothers', Crowninshield's and finally McNerney's.

Lucas was a Fall River coal dealer, a large, enterprising man; and Bealky a Norwegian who had come, like numerous other Norwegian and Swedish shipwrights, in the 1850 shipbuilding days.

Lucas in a few years retired from the business and Joseph C. Terry joined Bealky, bringing with him the lighter Archer. He remained with Bealky until 1873 when he withdrew and started a small yard of his own, somewhat south of the Bealky yard, later returning to his final location in Fall River, south of Slade's Ferry bridge, where he continued with his son, Walter C. Terry, until his death.

Lucas and Bealky installed the famous whistle on this plant which shared with the Fall River Bleachery's deep roar and the Bourne Mills' shrill siren the reputation of being the most terrific whistles in this region. The Bealky siren must have been a bit more impressive than the Bourne's original one for it has now taken its place.

In 1907, William V. Read and Henry R. Read, who had had shipyards at several locations in Fall River, took land directly south of the Bealky yard, which had been for some time inactive, and started a marine railway and ship repair yard under the firm name of Read Brothers: They had continued an active repair business for about ten years when the demand for vessels following this country's into the World War brought attractive building contracts.

The Warren and Fall River line was within a few weeks of its opening on Brayton's Point when the news came, on April 10, 1865, of Lee's surrender. The civilized world's most sanguine war, up to that time, was over. While Somerset was still rejoicing five days later, on April 15, four years to the day on which the first call for troops had reached Somerset, the town received the news of Lincoln's death. "We thought everything had gone," says a Somerset resident who remembers the day. "We didn't know where we were. We were dazed. The copperheads were glad but didn't say much."

Somerset plants, stores and offices closed. Men clustered in mournful groups. Across the bay in Fall River level headed citizens rescued a Copperhead who said he was glad and was

about to be hanged to a telegraph pole by irate men. In Somerset the Copperheads kept out of the way.

Cyrus M. Wheaton Post 182, G. A. R. was chartered on October 16, 1885, with nineteen charter members: Amasa Gray, Silas Padelford, Edward P. Terry, William H. Beldon, Benjamin Jones, Jr., Moses Parrott, George Goff, James Tompkins, Daniel D. Andrews, Eber Ray, William Ryan, Henry T. Hill, Howard Slade, James Haffords, William E. Hathaway, Patrick Sherry, Patrick Crane and Joseph Pitts.

There had previously been a Peleg Swift G. A. R. Post in Somerset, but it had lapsed after a few years of indifferent interest and veterans since then had gathered informally for Memorial Day decoration of the graves, usually with a few volunteers making the rounds of the cemeteries on horseback.

Cyrus Wheaton, after whom the new post was named, was a foreman of construction in Somerset shipyards who enlisted as a private and became a lieutenant and Somerset's first commissioned officer of the war, and had died of wounds and disease before it ended.

Membership in the post rose to 52 and the organization soon had to transfer its meeting place from Music Hall to what had previously been known as the People's Market on Main Street, and was thereafter known as Grand Army Hall.

The commanders were: Amasa Gray, 1886-1887; Henry J. Hill, 1888; Henry K. Wing, 1889; William H. Belden, 1890; Silas M. Padelford, 1891; Thomas A. Francis, 1895; William H. Tallman, 1896-1899; Daniel D. Andrews, 1900; William Sherman, 1901-1904; Thomas Francis, 1905; Silas Padelford, 1906; Edward Staples, 1907; Daniel D. Andrews, 1908-1913; William H. Seaver, 1914; Amos C. Padelford, 1915-1916; Daniel D. Andrews, 1917; Milton Brightman, 1918-1919; Amos Padelford, 1920; William H. Seaver, 1921; Amos Padelford, 1922-1927; George O. Buffington, 1927-1929.

William H. Tallman, who joined the cavalry at the age of 17 at the outbreak of the war and became a lieutenant, wrote an account of his experience as a captive in Libby Prison, which is preserved by his family.

Cyrus M. Wheaton Women's Relief Corps No. 23 was organized May 20, 1907 and has the distinction of being the last Relief Corps chartered in the state; its low number being assigned to it after the lapse of an earlier charter held elsewhere. Its charter members numbered 23, and its first president was Mrs. Josephine L. Fassett, who was a prime mover in its organization.

Cyrus M. Wheaton Sons of Veterans Camp was organized March 24, 1914, with Alfred W. Tallman, son of Lieut. William H. Tallman, as its first commander.

In September of 1926 the town assigned to the joint use of the Grand Army Post, the Woman's Relief Corps and the Sons of Veterans, the former North Primary schoolhouse on Avon Street, since then known as G. A. R. Hall.

In May of 1929, George O. Buffington, in accordance with G. A. R. General Orders, finding himself the sole survivor of Cyrus M. Wheaton Post took the records and charter of the post and deposited them in the Somerset Public Library, being accompanied on this final duty by his daughter Mrs. Frank Gardner. As a courtesy to him personally and in his office as last commander, the official passing of the post was deferred until after Memorial Day and dated June 1, 1929. Commander Buffington, at the date of this history, is still living.

O'Neill's Beach on Brayton's Point is a present-day feature of Somerset whose story begins in the Civil War days. James O'Neill, first resident of that name on the Point, was a son of George O'Neill who came to this country from Ireland in 1849 and enlisted from Somerset in 1861, in the Seventh Regiment. Soon after his father went James determined to go and although only twelve years of age, ran away and was accepted as a drummer boy in the same regiment where he was not discovered by his father for three months.

Both lived through the war, living in Fall River until 1885 when James moved to Somerset and occupied the caretaker's house at the then abandoned railroad ferry on the

Point. With the coming of the automobile and the growth of a summer colony in the neighborhood, James' son Joseph added a gasoline station to a yard for hauling out boats. From this beginning the O'Neill's Beach resort has grown.

MEN OF SOMERSET WHO SERVED IN THE CIVIL WAR

Allen, George
Allen, Joseph

Beekton, P.
Bourne, G. O.
Briggs, Daniel
Briggs, John A.
Bryen, James O.

Carmichael, J. B.
Carroll, M.
Caswell, Charles
Chace, B. R.
Chace, Benjamin F.
Chace, George A.
Chace, George F.
Chace, J.
Chace, James W.
Chace, M. P.
Clark, N. H.
Clark, Willam H.
Cleveland, Edward
Colwell, Charles H.
Conerty, Thomas
Connors, E. D.
Cranage, James
Conroy, John W.

Davis, N. S.
Davis, S. R.
Deckinton, W.
Dwight, Eugene
Dyer, E. J.

Edson, George A.
Eldridge, Hiram
Ellis, Warren
Emery, Ira
Evans, F. P.

Fields, W. T.
Forrester, George
French, A. W.

Gibbs, Joseph
Gibbs, Samuel W.
Gregory, Robert

Hancock, E.
Hane, John
Hall, N. H.
Hardy, John
Hathaway, George W.
Herr, William
Holton, John R.
Holton, Michael
Hood, George N.
Hood, W. H. H.

Kendrick, John G.
Kendrick, M.

Lahus, R.
Lampson, J. R.
Larry, Richard
Leonard, George E.
Luther, A. C.
Luther, J. S.

Maines, Daniel
Mantier, J. H.
Marble, A. H.
Marble, Benjamin
Marble, George W.
Marks, M.
Misher, E. F.
Moore, J. M.

Nightingale, O. W.

O'Neil, George
O'Neil, James
O'Neil, Daniel

Padelford, Silas M.
Peckham, C. B.
Peirce, W. C.
Percy, F. A.
Phillips, O. W.
Purinton, S. C.

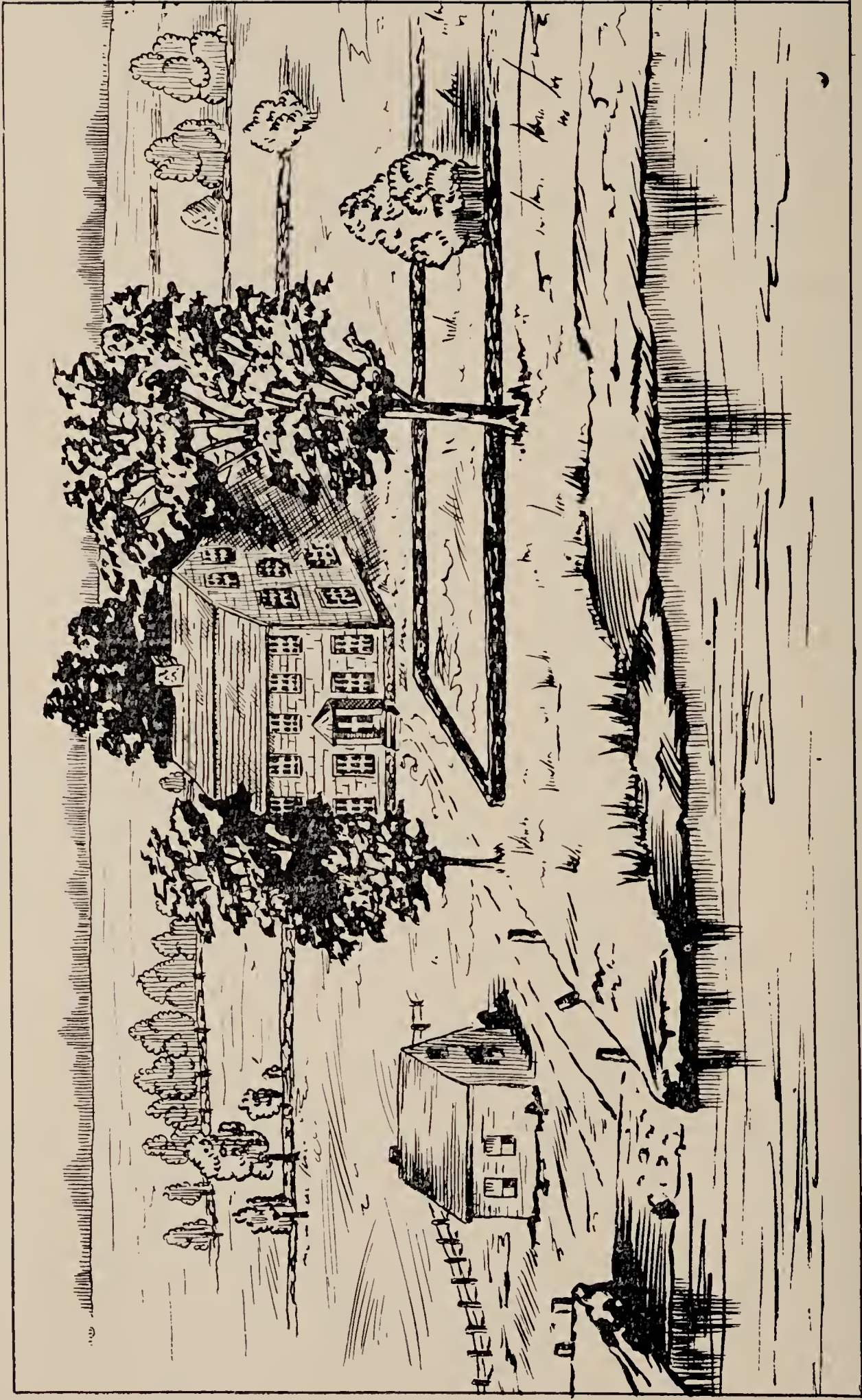
Regan, William
Rice, Charles

Scott, William
Scoyles, J. A.
Shaw, Frederick W.
Shaw John
Shay, John, Jr.
Sherman, Ira M.
Sherman, L. H.
Shipman, J.
Simmons, B. D.
Simmons, O.

Slade, Howard M.
Sisson, S. A.
Smith, A.
Stefanski, A.
Sullivan, J.
Sullivan, P.
Swift, George
Swift, P.
Swift, P. Jr.,
Swift, Peleg

Talman, William H.
Terry, B.
Thompson, W.
Tompkins, Charles
Tryan, S.

Walsh, J. W.
Wheaton, C. M.
Whitman, J. M.
Wilmarth, Andrew
Wilson, John
Wrightington, Thomas
Wood, John W.



SLADE HOMESTEAD, THE SHOP, AND THE FERRY DOCK

SLADE'S FERRY

ON the day of the Hood shipyard fire of 1854, the Ferry-boat Faith left its journeying across the Taunton between Somerset and Fall River shores, and ploughed up the river carrying the Fall River fire engine Mazeppa and her crew, stood by while they did good service, and took them home again.

It nowhere appears that the ferry proprietors charged for this service. If they did not, it was characteristic. During the years of the Civil War, a little later, they never collected a fare from any Union soldier traveling on furlough or otherwise as an individual. The Slade-Brightman Ferry was something more than a business. It was a part of the community life and history.

At the time of the shipyard fire it had been in operation 174 years from the Somerset side of the river, 176 years from the Freetown-Fall River side, and had 22 years more ahead of it before the opening of the highway level of the Slade's Ferry Bridge, on January 4, 1876, which took over its name and the last of its duties.

Two centuries as a White Man's institution, following years beyond reckoning as an Indian ferry, came to an end at that opening. It is to the credit of the people of this region that the names of the families who founded and maintained it are perpetuated in the two bridges that take its place.

On March 20, 1678, Henry Brightman and Thomas Cornell purchased the lot in the Freeman's Purchase, now Fall River, which was directly opposite the land William

Slade had purchased in Shawomet, and Brightman began to row passengers across the river for hire. In 1680, William Slade occupied his Shawomet site and began to do the same.

In a sense, Slade's Ferry remained these two ferries to the end of their history. Through the row boat and the sail boat periods Slade's and Brightman's owned their own boats and operated them as separate ferries, yet using each other's landing place and terminal facilities without rental or other charge.

Later, when larger boats became necessary the two proprietary families bought them and each paid exactly a half of the cost. When this partnership boat left Fall River it was the Brightman Ferry and a Brightman collected all the fare and freight charges and kept them. When it reached Somerset shore it became Slade Ferry with a Slade in charge, collecting the fares and pocketing them.

Without disagreement, quarrel or rivalry this plan continued for two centuries a business almost unique in character. How it worked in detail is illustrated by the operation of the Weetamoe, last and finest boat of the ferry.

When the Weetamoe was ready to leave the Brightman slip, in Fall River, Capt. Horace Slade went into the pilot house and became its commander while Capt. Cory D. Brightman, wearing a tall hat, went about the deck, collected the fares and put them in his pocket.

Presently the Weetamoe arrived at the Slade dock, or slip, on the Somerset side and loaded for Fall River. Now Capt. Slade came out of the pilot house and Capt. Brightman went in; and Capt. Slade walked the deck of the Weetamoe, collected the fares for the east-bound trip and put them in his pocket.

When the time came to pay the help, which consisted of an engineer, a deck hand and a boy now and then of an evening; or to pay for coal, taxes or repairs; each captain reached in his pocket, or in the desk at home where he kept the money, and paid his share, equally, half and half.

If the coal and water for the ferry boat were dumped on the Slade wharf the Slade's charged no wharfage; neither did the Brightman's on their side. When it came time to wheel

the coal or freight aboard, both captains, with the engineer and deckhand assisting, peeled off the coats,—though Capt. Cory Brightman still kept on his stove-pipe hat—and went to work.

Neither party to this remarkable arrangement rendered to the other any accounting of receipts. Bills were rendered to the “Slade Ferry Company” and contracts were similarly signed, usually with a Slade executing the contract and a Brightman witnessing it.

The Weetamoe was the climax of the ferry's motive power which had begun in 1680 with rowboats. These carried only passengers and their personal baggage. Carriages were rare. If a carriage wished to cross the river it had to travel north to Taunton ford. The horses of mounted passengers were required to swim, with their bridles held by somebody in the boat.

This system was hard on the horses, especially in cold weather, so that at a very early date an effort was made to supplement the rowboat service with scows capable of carrying both horses and freight. These scows were fitted with sails which were used whenever the weather made them practicable and were spoken of as “sail-power” boats. They were flat bottomed and apparently not very seaworthy, according to the traditions of accidents caused by frightened horses and shifting loads.

The Boston News-Letter of March 16, 1827, published a story of such an accident in which two men and a woman lost their lives, the ferryman saving himself by hanging on to a horse's tail.

The two men drowned on that occasion were descendants of Capt. Benjamin Church, Captain Constant and Captain Charles. They are buried in the cemetery on the west side of the main road from Fall River to Freetown, near the Freetown line. Who the woman was, is not mentioned in the story! Such was news gathering in 1827.

The type of sail-power boat in use at the beginning of the 1800's consisted of an open hull with a deck covering in front of the mast. Horse and load were placed in the open

hold and the carriage on the deck. There was probably also a short deck aft to aid in working and steering the boat.

These sail-power "scows," blunt-ended and straight-sided, were about 25 to 30 feet long. By 1825 they had to be superseded because of the establishment of a direct stage line between Providence and New Bedford.

This brought about the "horse-boats," sufficient in size to carry both stage and horses. The first horse-boat put into service on Slade's ferry was commissioned in 1826. It was large enough to carry not only the stage coach and horses but several extra carriages or wagons.

The period of horse-boats began the joint ownership of boats by the Slade's and Brightman's, who up to that time had each owned their own craft though using each other's shore as landing place.

The first horse-boat was built at Saybrook, Connecticut, cost \$1000, and was contracted for by William Slade, 3rd, the contract being witnessed by Daniel Brightman, who was half purchaser on behalf of several Brightman partners. It was 50 feet in length and 20 feet in width and was two horse power. It was put into service on July 22, 1826.

By 1838 a second horse-boat had been built of about the same dimensions as the first, and both appear to have been in service together for some years.

Like the sail-power boat, the horseboat was flat-bottomed and square-ended. The horses worked on a circular treadmill, transmitting their power through their feet by pulling on the traces by which they were hitched to a stationary beam. The treadmill was a circular floor which revolved as they drove it with their feet. This floor was geared to a shaft which drove paddle-wheels overhanging each side of the boat. The two horses faced in opposite directions. By a gear-shift the boat would go in the opposite direction without turning the horses around.

These horse-boats had no rudder but were steered with a long oar, and being flat-bottomed, often had great difficulty in battling tide and wind so as to land at the desired point.

In the horse-boat days the ferry ran on almost the exact line of the present Brightman's Street bridge, landing on the Fall River side 150 feet north of it. The shore on both sides was sharp and the passengers and freight were landed by dropping a hinged apron from the boat to the shore to form a gangplank.

The horse-boat continued in regular service until 1847, when the first steam-ferry, the Faith was built. The Faith appears to have cost \$6,126 fully equipped and its owners were Jonathan Slade, son of William Slade, 3rd, and James M. Brightman, Hathaway Brightman, Cory D. Brightman and David B. Brightman.

The Faith so improved and standardized the service of Slade's Ferry that eleven years later, the Slade's Ferry company ordered the Weetamoe built by Joseph C. Terry, Fall River shipbuilder. This steam-ferry, last and finest of all Slade's Ferry boats, cost \$7,676 and was owned by Jonathan Slade, one-half; Cory D. Brightman, one-eighth; Hathaway Brightman, one-fourth; James M. Brightman and David B. Brightman each one-sixteenth.

As the Weetamoe was larger and deeper than the Faith, new slips had to be built for her. The Slades enlarged and deepened their slip on the Somerset side. The Brightman's moved a short distance south, to the location now occupied by the People's Coal Company, and built the slip which forms the sustaining walls of that company's dock.

The Weetamoe is remembered by many persons still living, inasmuch as she did not go out of commission until 1876. She was the pride of the region and of her owners. If the weather was rough, or if ice was tearing the sheathing off of hulls and battering the planking, the Weetamoe was held in the dock and the Faith did the work.

The Weetamoe saw, and itself contributed to, the busiest days of Slade's Ferry. It was the boat in service, often with the Faith called to make extra trips, during the Civil War.

In 1872, after the Fall River and Warren railroad had for eight years operated under the inconvenience of transferring its passengers by ferry from Brayton's Point to

Ferry Street in Fall River, the Old Colony and Newport Railway Company secured from the Massachusetts Legislature an act permitting the company to "construct a bridge across Taunton Great River, from some point near Slade's Ferry, in Fall River, to some point in Slade's Ferry, in Somerset; and said bridge shall be adapted to both highway and railway purposes."

The act further stipulated that the new bridge "shall be provided with a draw, not exceeding sixty feet wide."

Work was begun on the new bridge in October of 1874. The piers were iron caissons, set one upon the other in sections and filled with stone. Work on the abutments was carried on simultaneously and in the short space of thirteen months both decks of the bridge were ready for testing.

The highway deck was tested by teams loaded with pig iron weighing a total of 95 tons, which crossed the bridge at the same time that a train of cars with 200 tons of stone was crossing the railroad deck above it.

Three weeks after this test, on November 30, just thirteen months and three weeks from the time work was begun on the piers, the first passenger train passed over the bridge. Regular train service was begun on Monday morning, December 6, 1875 and highway traffic was opened January 4, 1876.

On this latter date, the usefulness of the Slade-Brightman ferry practically ceased and profitable operation stopped. The two steam-ferry boats, the Faith and the Weetamoe, remained for some years tied up at their slips as if hoping against hope for future usefulness. The Faith's engine was then removed and the hull sold to a man who turned it upside down and converted it into a chicken coop—one would say the most substantial chicken coop in Fall River's history.

The Weetamoe waited until the heavy winter of 1923-24 for her final end. For several years after the opening of Slade's Ferry bridge she lay idle at her dock. A New York business man on a visit to Fall River then bought her and had Joseph C. Terry run her up on his marine railroad and

remove the engines. The New Yorker never came back for the hull and after a time Terry accepted the gift fate had given him, caulked its seams, cut one end off square and made the Weetamoe into a spile-driver.

This spile-driver, named the Daisy, was in use along our waterfront for many years in the business of spile-driving which Josph C. Terry and his son took up after separating from the shipbuilding firm of Terry & Bealky.

The last of Terry's several water front shops was located at the so-called "Terry's wharf" just south of Slade's Ferry bridge and there the Daisy lay for many years in plain sight of the bridge and the scene of its early glory as the Weetamoe. Heavy ice in the bay in the winter of 1923-24 crushed the Daisy and she went pieces. Certain timbers now lying along the shore at this point can be identified as the remnants of the former Weetamoe.

The slip built by the Brightman's in 1858 is now the People's Coal Company wharf, with the old ferry slip walls filled in, and extended somewhat, to make the present dock. The Brightman Street Bridge rests at both ends on the location of the slips used by the Slade-Brightman ferry during the horse boat days.

Ferry fares were adjusted to the character of the item to be transferred. No schedule of the rates is recorded until those approved by Simeon Borden as County Clerk on February 8, 1866. In the early 1800's the rate per person was a penny—two cents. This advanced finally to ten cents and was so maintained for years without deviation no matter who rode or how often. There were no round trip prices, no commutation tickets, nor party prices, with the single exception of circuses, the managers of these being helped to special trades by the unclassified character of their animals and vehicles. The steam ferry boats carried all but the elephants which always refused to get on the boats but swam the river keeping up with them easily until their feet touched bottom when they would begin to roll and spout and show every reluctance to leave the water.

The 1866 schedule of fares established rates of 30 cents

for a one-horse rig; 40 cents for a two horse rig. Farm wagons, including an ox cart drawn by two oxen, were 40 cents; but 48 cents if drawn by two horses. A stagecoach drawn by two horses cost 45 cents, with 10 cents extra for each additional horse. A sleigh drawn by two horses cost as much as a stagecoach. A carriage with a dashboard cost ten cents more than one without.

A cow cost 12 cents, a sheep or a hog two cents. If there were more than ten, the rate per animal decreased. In all cases, the stipulated fare for human conveyance or animal was doubled between nine o'clock at night and an hour and a half after sunrise in the morning.

The ferry boat was called across the river at night by placing a lamp in the middle of the window of the ferry house on the side where a passenger waited. The boats were regularly berthed for the night on the Somerset side. Therefore a night boy was usually kept on duty at the Fall River ferry house. He was, under the system, paid by the two proprietors.

"Ferry house" was not, however, the name used by the proprietors for these waiting rooms, probably because there was a Slade dwelling at the Somerset end of the ferry which was regularly called so. The waiting rooms were called "shops." The shops were set back from the inner end of the docks and were exclusively waiting rooms, no tickets being sold there, since one of the many Slade-Brightman ways of avoiding overhead was never to have any tickets.

These shops were about eighteen feet square, roomy, cool in summer and well heated in winter by a large stove. They had plentiful seats and were never closed. These made them, winter and summer, a popular place for men to gather and talk politics and many can still recall such gatherings of their elders.

The ferry ran regularly from an hour and a half after sunrise to nine o'clock at night, seven days a week, the year round. Regularly, however, the captains would go home to supper and stay there until called by voice, or light, or by a fog bell on thick nights. For after-supper runs they would

seldom respond for a single foot passenger and would in any case delay as long as possible for a paying load to accumulate.

The two biggest business days of the year were regularly those of the circus and the Hornbine bake. But in its last twenty years the ferry did a large daily business beginning with Somerset gardeners on their way to the city to sell wholesale or peddle and continuing with the constantly increasing numbers who had business from Somerset and beyond with the thriving Fall River.

There are still those who can recall that it was a daily experience to wait in a line of fifty or more for accommodations.

The time-honored right of Slade's Ferry as Somerset's leading ferry was never successfully menaced and only once seriously challenged. This was by a ferry company which sought to establish itself between Brayton's Point and Ferry Street in Fall River—being, in fact, the ferry which gave that street its name, rather than, as it generally supposed, the Providence, Warren and Fall River ferry which came afterwards.

This Brayton Point company bought a very fine boat which it named the Hope, the name being suggested by the Slade-Brightman's Faith, and strove hard with service and rates to rival Slade's. Faith prevailed, however, and perhaps public loyalty to the older institution, and the venture proved a serious loss. In a year or so the Hope was sold and the new ferry abandoned.

Three other ferries have been mentioned: the occasional sailboat from Steep Brook to Egypt Shore; the Chace sail ferry from Cusick's lane to Steep Brook; the Evans ferry from the Village to make connection with the "Old Road" line of the Fall River-Myricks railroad. There was intermittently a ferry from Somerset to the present location of the Fall River Country Club on the opposite shore. The Durfee, Varnum and Thurston shipyard located there after the War of 1812, gave this a temporary prosperity but it did not long remain a regular institution.

The last surviving visual evidence of the Slade Ferry, other than the Ferry Lane which is now a Fall River Street, is the curving lane, no longer used but still marked by its old stone walls, which runs around the south side of the Dutchland Farms restaurant at the Somerset end of Brightman Street Bridge. The course of this road, which led to the ferry dock, is obliterated by the state highway, but its terminus at the river side can still be traced on the slope just north of the bridge abutment.

Over this vestige of two centuries the original Slade cemetery enclosing the grave of William Slade, founder of ferry and town, keeps watch.

THE INDUSTRIAL ERA

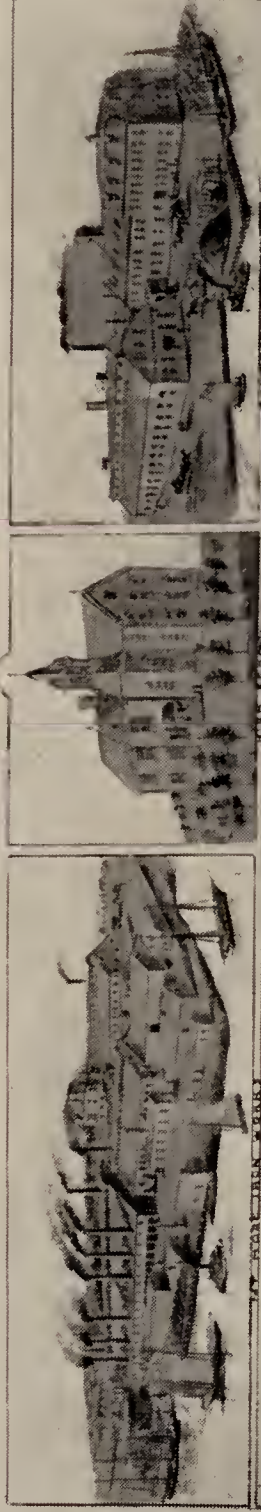
THE thirty years following the Civil war saw a combination of industrial, maritime and commercial enterprises that raised the town to new heights of activity and prosperity.

In 1866, the railroad drawbridge from Somerset to Fall River shore was completed and on November 24, the Boston and Newport railroad, as this part of the Old Colony system was first called, opened. The bridge was in its time the longest bridge in New England. The creosote tank in which its spiles were treated before being driven can still be seen in its original location, on the shore of Oakum Bay, the cove south of the railroad station.

The location of the railroad station was well chosen. It faced a railroad cut made through the sandy hill flanking the river, which was later levelled to accomodate the spur tracks of the railroad's great coalyard. The railroad bought for its station, right-of-way, and sidetracks four acres of land from Captain John A. Burgess, and the Captain donated four acres additional; and the town accepted and laid out Old Colony Avenue.

In the year the railroad came, 1866, the Iron Works plant was destroyed by fire. Its owner, Job M. Leonard immediately rebuilt it on a larger scale, with modern equipment, and operated it until 1871 when he sold it to the Parker Mills of Wareham, who made Oliver W. Washburn their local manager and agent.

This first Mt. Hope Iron Works had been started, as noted, in 1853 as the Somerset Iron Works to make anchors and ship forgings, with William Sampson as agent and treasurer. The shipbuilding decline in Somerset and elsewhere had closed it, and in 1855 Leonard had bought and fitted it up for the making of nails and as a rolling mill. He brought with him labor from Taunton, Raynham,



VIEW OF
SOMERSET
 MASSACHUSETTS
 1887.

SOMERSET CENTRE IN THE POTTERY DAYS

Bridgewater, Middleboro and other iron towns, together with special types of workers from as far away as New Jersey.

This importation of iron workers brought Somerset's first influx of Irish families.

First of these, whose families have now been in Somerset upwards of a century were, according to present recollection:

Thomas Brennan, Patrick Costello, John Cusick, Patrick Driscoll, John Hollihan, James Hinchey, Thomas Murray, Charles Riley, John Synan, Cornelius Sullivan, James McShane, William Smith, John Kilroy, Matthew Morgan, Michael and Patrick Flannagen, John and Thomas Marion, Martin Keon, Jesse Lewis, William Ryan.

James Tracey was early here, but he was on a farm, not in the Iron Works. Farm owners by this time were also the family of John Lynch, first Irish comer to the town, whose date of arrival appears to be fixed by his first job which was on the construction of the cellar of the Village Methodist Church, erected in 1841. Grave doubt was expressed by curbstome opinion as to the propriety of a pagan working on a Christian church and finally critics told the newcomer what they thought. John countered with vigorous debate and the next morning proved his christianity by bringing to work with him his Bible with his name stamped on it in gold.

Other known dates of arrivals are Thomas McGuire, 1869; Frank Corrigan, 1871; Alexander Walsh, 1872; John Waldron, before 1873; Thomas H. Walsh, 1875; and John Morrissey, 1876.

Brothers of John Lynch who early came here were James and Dennis. Dennis became the owner of farm land in Pottersville which later he sold as part of the site of the Montaup plant. His son James had meanwhile become an electric engineer in charge of plant installation for the General Electric Company; and it was his curious fortune to be sent to Somerset by his company to install great modern electric machines on the farm where he grew up as a boy.

Among other early comers whose descendants are part of the foundation of modern Somerset may be listed also, with such information as is available; John Burns; Philip, Daniel and James Cronan; John Driscoll, Patrick Harrington, James Kennedy, Daniel Keefe, Patrick Lorriggan, James McMahon, Andrew McGann, James McCauley; John, Michael and Edward Moffitt; Daniel Murphy, John and Jerry Regan, and Patrick Scanlon.

Thomas Quillan, whose family came from Providence and who grew up here and became a construction engineer, came back to Somerset in the days of his success as engineer in charge of the construction of its two great bridges: the second Somerset railroad bridge, and the Brightman Street Bridge.

Daniel O'Neil, a veteran like the Brayton Point O'Neills, of the Civil War, was the last survivor of the ill-fated United States Frigate Cumberland, rammed and sunk off Newport News in March of 1862 by the Confederate iron-clad Merrimack which shook the North with terror until Erickson's Monitor silenced her. The brave crew of the Cumberland, says history, worked their guns until, with a hole in her side "you could drive a horse and wagon through," she sank with a final roar. Daniel O'Neil was one of the few survivors rescued as they swam for safety.

At the time of his disposal of the Mt. Hope Iron Works it appeared to be Job M. Leonard's purpose to retire from business. But by 1874 he had changed his mind and erected another plant on the shore north of the first mill, on the approximate site of the Hood shipyard. Out of his previous experience he evolved a new and more efficient works to produce nails, tack plate, and a high quality of shovel plate for Ames' shovel works in North Easton. Somerset shovel plate built the Union Pacific Railroad. The capacity of the new mill was 4000 barrels of nails a week besides plate for shovels and spades.

The rolling mill for this second plant was located on the flat, filled area south of the now ruinous Nail Mill

and east of the dry-walled embankment topped by Main Street. Except for bedstones here and there and a quantity of brick fragments scattered about, no trace of this rolling mill now exists.

This is in part because it was demolished in 1881 when Leonard bought back the original Mt. Hope Works and became owner of both. The depression or "panic" of 1873 had, by 1878, gotten in its work on the Parker Mills and they had suspended. Leonard repurchased the old plant and joined the two under what was in reality the Mt. Hope Iron Works, although the south plant was designated as the Old Colony Iron Works.

Locally, the south plant was from that time known as the Lower Works and the north plant as the Upper Works. It is the Upper Works to which old inhabitants refer as the Nail Work. The Nail Works cut small nails, the Lower Works large nails, with the rolling for both done at the Lower.

The Mt. Hope Iron Works employed at times as high as 500 men, and the Nail Works was employing some 150 when in 1905, a year after the death of his son, Henry B., who had actively assisted him in the management, Job M. Leonard died. Russell H. Leonard, son of Henry, elected the law as his career, though destined to become the president of the great Pepperill Cotton Mills. Before the end of the year the Mt. Hope had closed.

Several programs and projects for reopening the two plants failed. Late in 1905, the Lower Works were purchased by the Union Horseshoe Company of Rhode Island, and machinery for making horseshoes installed. Disagreements were reported among the proprietors and the business never opened.

A second firm, believing that iron could be recovered profitably by new methods from the Mt. Hope's old slag heaps and mixed with new metal, started at the Upper Works in 1912 to dig into these heaps and manufacture window weights. The product proved unsatisfactory and the project was abandoned.

The Nail Works were then taken over by a firm which planned a paper pulp mill, treating old paper to produce cardboard and the like. The mill today is filled with machinery bought and installed for this paper mill; but it was never operated.

There was talk of promoting a stamping plant to make bedsteads and other iron furniture. This did not materialize. The Nail Works remain idle. The lower, original plant is at the present time occupied by one of the town's active industries, the Parks Shellac Company which manufactures bleached shellac, the only plant of its kind in New England.

The Stove Foundry, started in 1854 as the Boston Stove Foundry, did not weather the hard times of the Civil War. Its financial difficulties discouraged the Boston owners and they sold the plant to Captain John H. Luther and William P. Hood, the firm's Boston representative.

William P. Hood had had early business training in Somerset as confidential clerk and business manager for James M. Hood, the shipbuilder. Although born in Providence, he was of old Somerset stock, being the grandson, as was also James M. Hood, of Captain John Hood, commander of Somerset's contingent in the War of 1812. From the date of his first investment in the Stove Foundry his leadership in Somerset business, industrial and civic affairs grew steadily. Real estate was one of his interests and before his death he became Somerset's most extensive real estate owner and its largest individual taxpayer.

In his later years he resided in Fall River where he was associated with his son in the insurance business which is one of the interests of his grandson, Preston H. Hood. His public life, which was active, included the chairmanship of the Somerset Board of Selectmen for many years, and a term in the State Legislature. It was William P. Hood who developed the Hood Farm.

Shortly after Hood and Luther acquired the stove foundry, they sold it to a Boston syndicate for other

manufacturing purposes. The plans of this syndicate were not realized and Hood repurchased the plant and promoted the organization of the Somerset Co-operative Foundry Company in which many former employees of the plant joined with citizens of the town.

The officers of the Somerset Co-operative Foundry Company, who by no means constitute the entire number of its participating investors, were: William M. Bartlett, president; William Palmer Marble, treasurer; Edmund A. Davis, clerk; R. C. Woodward, foreman. The directors were: R. C. Woodward, Thomas Dudley Marble, D. A. Skinner, E. A. Davis, John O. Babbitt, Cornelius A. Davis, John H. Luther, William P. Hood, G. W. Nye and W. P. Marble.

The Co-operative Company continued in business until 1892 when William P. Hood purchased the property and organized in company with John D. Flint of Fall River and Frank S. Stevens of Swansea, the Somerset Stove Foundry Company, of which he was treasurer and business manager at the time of his death in 1906. The management was then taken over by his grandson Alfred W. Tallman whose father, William H. Tallman, had long been superintendent and who continued until the plant was sold during the World War to a Connecticut firm which revamped the plant but never operated it.

In 1872, the railroad opened its great Somerset coal docks which in a few years were handling 200,000 tons annually and constituted a conspicuous industry for the next twenty-eight years.

The Somerset docks were a transshipping plant to which coal from Pennsylvania was brought by vessels to be unloaded and put on the railroad for Taunton, Boston and other points north.

There were three docks, two west of the railroad bridge serving the railroad and one east of the bridge serving the Staples Coal Company of Taunton. The length and capacity of these wharves cannot be judged from the tide-worn remains of today. Those west of the bridge could accomodate four barges at a time and were

frequently full. They were served by four derricks which brought the coal out of the vessel in containers shovelled full by workmen in the hold. The containers or buckets were dumped into coal cars run down on the docks. A fifth derrick served the Staples dock which accomodated two barges.

Two shifting engines were kept busy placing and hauling away the cars and two others were on hand to haul the two coal trains which pulled out each day. Trains and shifting kept four locomotives crews busy, with another crew at the roundhouse. Adding those employed in handling and unloading the vessels the docks altogether furnished work for about fifty men.

A considerable sandhill or bluffs lying east of the through tracks was cut down to make room for the roundhouse, which was at the southern extremity of the yard and for the spur tracks to accomodate empty cars and those filled and waiting to be made up into trains. Nine such side-tracks were required. All rails and ties of the coal yards have long since been taken up, as was the main track about 1937, but their location can still be traced.

Still evident also is the grading for the new level above the original railroad bed when the first drawbridge of 1866 was replaced by a new bridge, built in 1907 to 1909 at a higher level. The draw of this second bridge was operated by machinery. The first was worked by handpower.

The agents in charge of the docks for the railroads from 1872 until they closed in 1900 were James Hyde, William E. Thrasher, William H. Woodman and G. Walter Simmons. In addition to the coal which was the dock's chief business, there were frequent cargoes of iron and moulding sand. The spur tracks of this yard were utilized, and their number somewhat increased, during the early years of the New England Oil Company's refining plant in Fall River, afterwards the Shell Oil Company, which used them as a storage yard for their tank cars.

No product of Somerset's industrial age carried the name of the town so far or so favorably as the "Brilliant"

metal polish manufactured in a shop under the old Music Hall on Main Street by John I. Pierce, Frank M. Trafton, Elmer Gardner and Henry B. Leonard.

Flat, round tin containers of this polish, a waxy paste of pale yellow color, announced on the outside of the cover: "Brilliant Paste Metal Polish. Also put up in Liquid Form. Warranted Not to Contain Acid. Registered. The Most Wonderful Brilliant Metal Polish in the World. Apply with cotton waste or Canton flannel, rub firmly, then wipe dry with a clean cloth. F. M. Trafton, Boston, Mass., U. S. A." Inside the cover the same inscription was repeated with the difference that the company's home address is given: H. B. Leonard & Co., Somerset, Mass., U. S. A."

According to the recollection of many users of this polish, the glowing description on the box was well deserved, and Brilliant had a large sale.

Slightly north of this modest plant, at this period, Benjamin Reed and William Thrasher operated the Steam Mill, which was the incongruous name for a small grist mill. The Steam Mill, the Somerset Postoffice building, several dwellings and everything else on the east side of Main Street north to the stove foundry were destroyed by the conflagration long referred to as "The Fire of 1874." A second fire at the same section of Main Street in 1803 destroyed Music Hall, and a third in 1939 destroyed the DeCambra barn.

The pottery industry which gave its name to Pottersville, and which was at its height in this industrial era, is treated in the following chapter. There was, towards the end of the period, another Pottersville industry, the Hathaway Casket Factory.

This factory, located on the east side of Riverside Avenue where that street makes a causeway across the head of the Cove, was begun by Ira A. Hathaway in 1892, when Hathaway succeeded Joseph Shove, undertaker, who had an establishment on Prospect Street near Buffinton where he built his own caskets. Feeling ill one day when he was at work on a casket Joseph Shove said, "If I

don't finish this, have Ira Hathaway do it. He is a good cabinet maker." The words were prophetic. Hathaway finished the casket and continued in the work for some ten years, erecting the casket shop recently demolished.

Ira A. Hathaway was expert in the making of violins of all sizes including bass viols, and in one instance, a violin small enough for a four-year-old granddaughter. Some of his finest instruments were made from the wood of trees grown in his own yard on Riverside Avenue. He was also a skillful builder of boats, using the lower floor of his shop, which was at the water's edge, for boat storage.

In Pottersville also, from the Civil War on, was the shoe shop on Read Street operated by Levi Slade who, it was said, made shoes that "never wore out." The Slade shop is now part of the house owned by Peleg Almy, numbered 1893 Read Street.

The Town of Somerset at this period was selling, as it had since early after its corporation, two fishing privileges in its tidal waters; one from Read's Cove south and the other from the same line north. These privileges in the 1880's took from one to two million pounds of fishing annually. With the oyster beds which had produced the esteemed Somerset oyster since Revolutionary times, the town's fishing industry was worth from \$5000 to \$6000 a year.

Finally in this wide variety of productivity was strawberry growing. The years 1880 to 1900, before refrigerator cars had flooded northern markets with early, and ultimately year-round, berries, were New England's strawberry-raising era. Somerset's part in this rose to great figures. Agents at the Somerset railroad station often in the strawberry season had to handle twenty thousand crates a day. This was in addition to wagon shipments, north, west and south, where Somerset strawberries were asked for by name. Avery P. Slade, writer of the Somerset Sketches, and, among other services to the town, one of the founders of the Bristol County Agricultural Society, introduced the commercial growing of strawberries into Somerset.

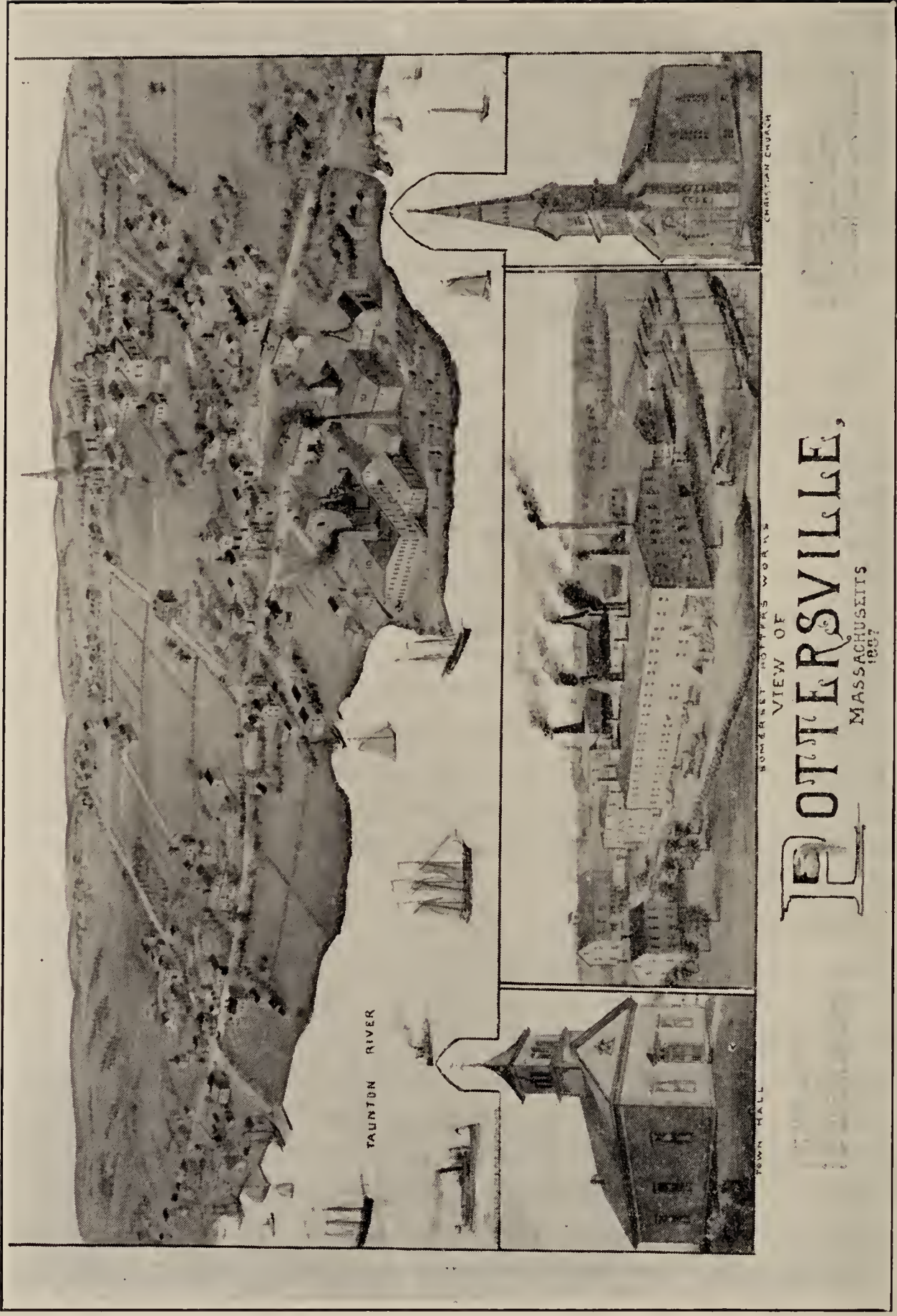
THE POTTERIES

POTTERY was made in Somerset for just over two centuries, beginning with a family pottery at the Village making articles for household use as early as 1705, and continuing until the years of the World War when lack of a type of water filter which had formerly come from Germany was supplied by Charles E. Hathaway, at the town's last pottery near the present Luther Avenue.

Who set up and operated the 1705 pottery is not known; but long tradition says it was the Chace family, which brought the craft of pottery-making from England, and which a century later became the founders of the great Somerset Pottery Company.

From supplying its owners with needed earthenware utensils the first pottery went on to supply the neighborhood, and by the time of the Revolution had a still wider market established. The first vessel of the future Somerset captured by the British was the sloop Warren, owned by Clark Purington of Swansea-Somerset and George Shove and William Boyce of Dighton, and loaded with crockery for Newport.

The British captured the Warren just outside of Newport, used it for two months as a despatch boat, and then stripped it of its gear, beached it, and, by an act of unusual consideration, notified the owners where they could find it. On going to inspect it they found that its load of crockery was still in the hold, but damaged by breakage to the extent of eighteen pounds, ten shillings. This amount, on the ground that Shove and Purington were Quakers and therefore non-combatants, they tried to collect from the British "Commissioners appointed by Act of Parliament for enquiring into the losses and services of American Loyalists." Possibly the Commissioners had heard of the third owner, or they may have heard of



THE IRON WORKS - THE STOVE WORKS - AND THE COAL DOCKS

Clark Purington's enlistment in the Revolutionary forces. The claim was never paid.

The first authoritative date and location of a pottery in Pottersville appear in a deed dated in 1815 which places one owned by Clark Chace at the site ultimately occupied by the Somerset Pottery. In 1840, this Clark Chace's three sons, Clark, Leonard and Benjamin G., joined in building there the plant which gave Pottersville its name, imported glazers from England and advanced their product from the original earthenware to the hard and shiny-surfaced stoneware.

This company was incorporated in 1847 with a capital of \$25,000, built a substantial plant, and went to work on the production of bowls, milk pans, preserve jars, crocks, beanpots, and other articles of home use. Thirty-five years later, the company had gone into financial decline and its plant had become old and dilapidated, although its products still sold well. In 1882, the stockholders reorganized it, shrank their stock to \$15,000, issued new stock in the same amount, and with the new capital turned out a large product, including acid-resisting jars of every size from small "baskets" for jewelers' plating process to enormous dye vats for the Fall River Bleachery. The enlarged plant began also to get contracts with the Lorillard Tobacco Company for snuff jars which by the early 1890's ran to 85,000 jars annually. These were shipped in the Schooner Artist, Captain George Forrester, which also regularly brought clay from New Jersey.

The plant was renovated, new buildings built, and the pottery took on new life. Newspaper comment by the Providence Star the next year says: "A person now visiting the Somerset Pottery will find numerous new buildings for the old kilns, and for the new kilns which have taken the place of the old ones. The place, which was once noted for its rusty and worn-out appearance, is now fresh and new. In fact a complete regeneration has taken place. The point on which the company bases its success is the economy of manufacture. One thing we should not for-

get to mention is the special firebrick, cupola and stove linings manufactured with a proper mixture of granite clay, of which they are the sole agents."

In 1883, however, the company had not begun to concentrate on bricks, lining and tile. The turning room had thirteen potters wheels in a building 100 by 37 feet in dimensions; and the plant operated four kilns, three of them for stoneware and one for earthenware. The buildings were so arranged that the kilns projected through the drying room, an arrangement made easier because the Somerset Pottery Company, never used down-draught kilns, preferring the up-draught with chimneys.

Emphasis on the firebrick and tile grew through the decade following and in 1891 the Somerset Pottery Company was merged into the Somerset and Johannesburg Manufacturing Company making firebrick as its chief product. This company operated until 1897 when it was reorganized as the Somerset Enameled Brick Company, with Warren H. Sanford manager and Chester R. Fields, Somerset town clerk and treasurer, as treasurer. Competition from potteries located nearer the clay and the markets added to mechanized quantity production, operated against the Somerset Company as it soon did against the smaller individual potteries and the company was taken over by receivers who attempted for a time to operate it as an enamelled brick plant. It closed finally in 1909.

The buildings were razed and their lumber used for the erection of houses, and the kilns leveled. The office of the Company still remains, the small square building numbered 3046 Riverside Avenue.

The Somerset Pottery Company's works and docks were along the shore north of the later-built residence of Fernald L. Hanson. The glazed tile kiln was located on the present Hanson property, close to the great rock which is a wellknown feature of the site. A heavy iron ring set in a rock offshore and used for mooring the clay vessels can still be seen.

George S. Purington, proprietor of a pottery to the south of the Somerset Company's works, lived to the rear of the present Hanson house, in a house which originally stood in Assonet and was moved down to Somerset across the ice one winter. A room in the upper part of this Samuel Purington house was at one time rented to a pottery employe who was subsequently found to have used his evenings manufacturing a bomb with which he intended to blow up the Purington barn nearby. The project was discovered in time.

The big pottery spread offshoots all over Pottersville in the form of little potteries set up by enterprising men who had learned the trade and went in for themselves. At one time these small potteries numbered nine in all and with their buildings and kilns by day and their glow at night in firing time made Pottersville a striking community. A feature of the pottery years was the great piles of cord wood stacked about the village for use in the kilns, an accumulation at times of perhaps a thousand cords.

The owners and locations of these potteries, as far as present recollection can account for them, were:

Samuel Purington, south of the Somerset Pottery on a lane near Wood Street. This was later operated by his son, David Purington. Samuel Purington planted the elm trees on Riverside Avenue.

George S. Purington, on the waterfront south of the Somerset Pottery. The well of this property is in the cellar of the Hanson house, sealed over.

Thomas Kenney, south side of Center Street, not far from the Synan Pottery.

George Brown, at the foot of Cusick's Lane, on the site afterwards occupied by the "Harrington's Switch" turnout of the street railway.

Samuel B. Collins, who succeeded to the plant formerly used by David Purington.

William and Patrick Synan, on Centre Street just up from the Pottersville Postoffice.

Dexter Purington crucible works, on Centre Street across the wall from the Synans.

Charles E. Hathaway, north of Brightman's Lane, now Luther Avenue, between Riverside Avenue and County Street.

There was a pottery on Buffinton's Hill, near Buffinton Street, early in this period, whose owner appears not to be recalled. Dexter Purington erected a pottery plant near his crucible works but never operated it.

At the high period of pottery making in Pottersville, Somerset was the leading pottery town in New England. Other towns had a pottery or two, as in Charleston, Dorchester, and F. T. Wright in Taunton. But there was no real rival in the six states.

The majority of these small plants had only one potter's wheel, none of them over three; and none more than one kiln. The plant consisted on the average of the kiln and one small shed-like building, with room enough for the workers, a stove and shelves for drying, and the storage of about a hundred tons of clay.

The owners of the plants were their own salesmen, for the most part loading two-horse wagons with their wares and peddling them around New England; although certain standard articles, like the Synan's beanpots and the Hathaway and Synan jewelers' baskets, had steady markets in Providence, Attleboro, New York and elsewhere. The Woolworth stores made a feature of Synan beanpots; and once by mis-shipment got hold of a crate of jewelers' dipping baskets which they offered for sale as vegetable cookers.

Pottery making suited the temperament of men independent by nature, or with several irons in the fire. Even at the Company plant, potters were an independent class who worked when they felt like it, received on the average a dollar a day higher pays than in other trades, and came and went like the old-time itinerant printers, throwing over their job whenever the impulse came, and practically certain of being hired somewhere about the country when they needed work. In his own plant a man could work when it suited him.

To be his own proprietor a potter had to have two skills; turning and firing. All Somerset pottery, including that at the big pottery, was made by hand; and except for the big crocks which ran as high as sixty gallons, in one piece. The ability of Somerset potters to make large one-piece items held their market for a long time in the face of quantity prices for articles made in several pieces.

The clay to make a piece was carefully weighed according to the size of the articles to be made, for example twenty-eight pounds for a six-gallon crock, and then set in a mass on the wheel. As the wheel, run by a foot treadle, spun the clay in a horizontal plane, it was shaped by the fingers and palm, with a small wooden paddle to give it surface smoothness, the revolving wheel assuring perfect roundness of contour if the pressure were kept even. Narrow-necked jugs were shaped to the same diameter all the way up and then pressed in to form the neck.

When the article had been shaped it was set aside until dry; then dipped in slip and set aside again pending its transfer to the kiln. Slip, often referred to as Albany slip, was a very fine clay from Albany which would melt at a lower temperature than ordinary clay and spread and set all over the piece in a red brown glaze, hard, smooth and impervious to water. Slip represented the third advance in the making of Somerset's pottery. The first pottery made here was earthenware of the porous type familiar in flowerpots, of which article the Chace's had made great quantities. Then came salt glaze and next a lead glaze which advanced the product from earthenware to stoneware. The lead glaze was, however, poisonous and although lead was used even in the latter Pottersville days, the discovery of Albany slip was a great advance for this as well as other reasons.

Slip not only produced the rich red-brown glaze which makes oldtime milk pans, jars and beanpots attractive, but designs in cobalt-blue and other colorings could be painted on it and flowers, birds, butterflies and other

designs fired on the surface produced really beautiful vases and other ornamental articles such as those the George S. Purington pottery specialized with, in its latter days.

As the time for firing approached, the potter transferred his wares to the kiln where he piled them in tiers, with a small piece of fire clay between to keep them from baking together. The fire clay broke clean from the fired pieces. Piling the pieces in the kiln was a careful process, since tipping over, or uneven weight, would break or warp them, and the collapse of a stack could ruin weeks of work.

The kilns of the small potteries were round or square, ten to twelve feet in diameter and eight or nine feet high at the center. Most of them had four arches or arch-topped sections for fires, some had six. None of them in Somerset had chimneys except the Pottery plant with its seventy-five-foot ovens. A flat floor of brick was built across the top of the arches with spaces at intervals to let the heat through into the ovens. The barred grates beneath the arches were about three feet long and one and a half feet wide. Kilns had two walls, with a space of ten inches between them to let the heat circulate. These were built of red brick with firebrick lining.

All Somerset kilns, including those at the Pottery company, were heated by up-draught until late in the pottery period when some owners installed down-draught equipment in which the fire circulated to the top of the oven and back again to escape through flues coming out at the bottom and running under the ground some distance to vents.

When the kiln was full and ready for the heat, about twelve cords of wood were brought, ten of oak and two of pine, and the fire started. For the first twenty-four hours the heat was raised slowly, using the oak. This was important because if the heat increased too rapidly the clay exploded. For twelve hours more the heat was increased rapidly by using the pine.

The temperatures required were 1800 to 2000 degrees for earthenware, 2400 degrees for stoneware and 3000

for fire brick. With the pieces to be fired, fragments of old slip ware had been put in the ovens at convenient places and these were watched from time to time through peep-holes in the kiln or hooked out with a rod for examination. At about 2000 degrees the slip on the old fragments began to melt and the required heat was being reached. Later, patented pyrometric cones made to melt at various degrees were used for this purpose. Thermometers came into the market in the last years of Somerset potteries but were little used locally.

When the right degree of heat had been reached no more fuel was fed in; the kiln was sealed tight by plastering all crevices with clay, called "mudding up," and left for about the same period given to heating it. It was then opened and the contents left until they had cooled off to about the temperature outside.

The clay used in Somerset potteries came for the most part from Gardner's Island at the western end of Long Island Sound. It was brought by the shipload, more than one pottery sometimes sharing in the cargo. Gay Head Clay was peddled sporadically in the town by Gay Head Indians who would appear without warning with a four or five ton load brought in one of their dory-type, lapstreaked, boats with sideboards to increase the load, to sell or exchange for whatever they could get.

Later, better clay was imported from New Jersey. This clay held the doom of the Somerset potteries because potteries established near its source gradually underbid the Somerset makers and captured their markets. Establishment of the western Pennsylvania and Ohio potteries, near supplies of superior clay brought the end.

The last two potteries in Somerset were the Synan Brothers and Charles E. Hathaway. The Synan's began in 1893 after learning their craft at the Somerset Pottery, and manufactured stoneware until 1913. Although Patrick was known as one of the best "large turners" in New England, the Brothers' chief line was beanpots, of which they could turn out twenty-five dozen a day each; and it may safely be said that for much of their twenty

years New England baked its Saturday night beans in Synan brown pots. Edward Synan worked for his brother and learned the trade at their plant, but left before they closed up to go into the grocery business with Thomas B. Rounds, building for the purpose the store on Riverside Avenue which he still occupies. They closed their pottery deliberately in 1912 after filling an order of two hundred dozen and rejecting others because prices promised no profit.

C. E. Hathaway's specialty was large-sized collanders or crocks, although he learned his trade at the Samuel Purington pottery and could turn out practically any type of article. He stopped regular manufacturing a year earlier than the Synan's, having transferred his major interest to the cultivation of peach orchards. The last shipload of pottery clay brought to Somerset was for the Synan's and C. E. Hathaway jointly. Difficulty in finding convenient dockage for the vessel contributed to the two proprietors' decision to close.

During the World War Mr. Hathaway yielded to requests to resume manufacture of water filters for which he had earlier developed a formula using clay and plaster of Paris, the usual supply from Germany being stopped by the war. The demand for filters stopped in 1917 and Somerset's last potter's wheel was left to gather dust until it was put in working order for exhibition in the town's sesquicentennial year.

The pottery days of Somerset were interesting evidence of the truth that cities and industries grow where there are men who can build them. There was never any suitable pottery clay nearer than the far end of Long Island Sound. Yet for two hundred and ten years Somerset furnished the majority of the pottery for New England, its annual product in the banner years totaling thousands of pieces and tens of thousands of bricks and tile, on which the word Somerset, impressed or in cobalt-blue lettering, was the guarantee of quality.

The enameled white tile with which the South Terminal Station in Boston is faced are tile from the Somerset Pottery.

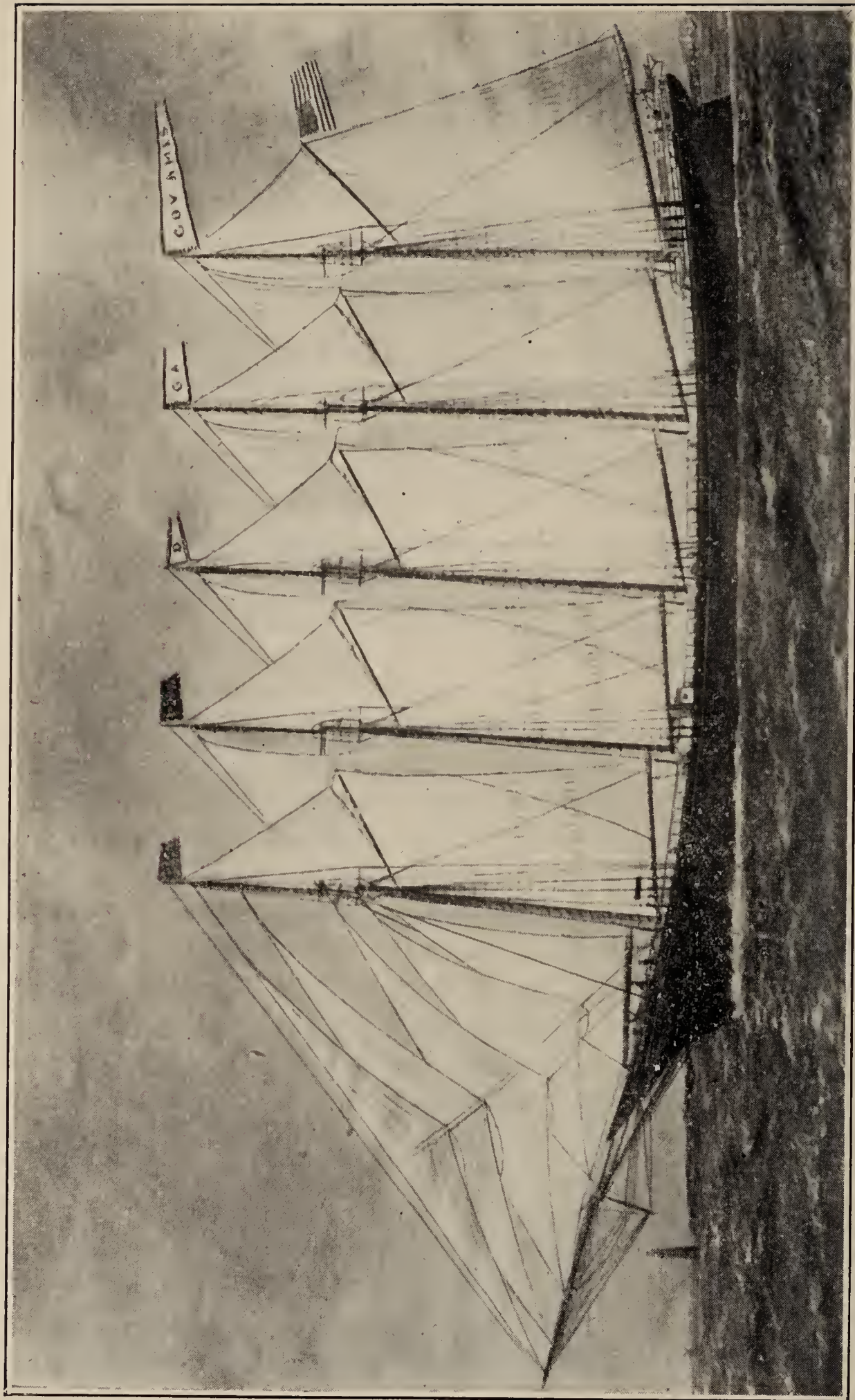
THE INDUSTRIAL SCENE

A GREAT amount of shipping was brought into Somerset by the coal traffic. The coal carriers were mostly schooners, the majority of them two-masters although tonnage and canvas were steadily increased until two Somerset men, Captains Cornelius A. and Joseph F. Davis, in 1888, had the daring to build the world's first five-master, the Governor Ames.

The days of the clippers were over and the clipper captains had passed, along with their ships. John A. Burgess had been drowned at sea, and the others who had sailed Somerset Clippers: Wakeman, Cheever, Whittlesey, Francis, Read, Hill, Henry, Hubbard and their like: had never belonged in Somerset.

The town's merchant captains were coming ashore to stay. John H. Luther had left the sea and had a hand in half a dozen businesses and an ownership in as many vessels. Enoch T. Bowers, with cotton offices in Georgia and Fall River, had brought the beautiful Tabitha Guyton home as his wife, and died in 1867, leaving his cotton business and the main line of the Bowers name in charge of his son Lloyd Guyton Bowers at Columbus where the second Lloyd G. and the third are today leading cotton merchants. His son Philip Enoch Bowers had turned his beautiful bark Excelsior over to Daniel Bowers Eddy and settled down to the life of a merchant in Somerset. Daniel Brayton Eddy was home from the venturous sailing already noted.

Daniel Bowers Eddy is living at the date of this history, last surviving captain of the deep sea tradition and of the Main Street "captains' row." He is the son of David Brayton Eddy and grandson of the Captain Daniel who after the Revolution owned and sailed the Regulator and the Hiram; and direct in line from the Constable Zachariah of 1680.



Gov. AMES — FIRST FIVE MASTED SCHOONER BUILT AND SAILED BY SOMERSET MEN

At the age of twenty-one, Daniel Bowers Eddy sailed the *Excelsior* to Italy; and on later trips to Bordeaux in eighteen days, to Havre in seventeen, and to Liverpool in sixteen—figures that compare well with the Black Ball Clipper Line's thirteen days to Liverpool. He took the *Excelsior* from New York to Hong Kong in one hundred and twenty-two days. His later sailing was for Cady and Aldrich, the Providence owners of the famous clipper *Pride of the Ocean*, which the great Washington Read of Assonet sailed.

Somerset's genius for navigation was turning to steam. Egypt's William Brown had been captain of the Bay State Line's first great steamer the *Bay State* and its second, *The Empire State*. Both he and Joseph F. Davis had captained the *Eudora*. In 1890, Elijah Davis was the captain of the *Pilgrim*, pride of the Fall River Line. Nathan was captain of most of the line at various times. Baylies Davis, not related to these two, after gallant sailing in two wars, was captain of the *Plymouth* and then of the *Puritan*. Marcus Marble, son of Surbinas P. Marble; and George W. Luther, nephew of John H. Luther, were Fall River Line pilots.

The old order was changing. But notable days of sail were still ahead. Charles D. Luther, another nephew of John H., was building and sailing with the energy and enterprise of Somerset's best tradition. The 1865 to 1940 list of Somerset vessel registrations illustrates this statement. The Crowleys: Thomas and John G., and Mary A., were owners or masters of eight vessels between 1868 and 1892.

Elmer E. Crowley, born in Somerset in 1871, the son of John G., sailed the world's only seven masted schooner, the *Thomas W. Lawson* and afterwards became chairman of the United States Shipping Board.

Topping all sea-going, ship-owning families of any one Somerset generation were the five Deacon-Captain Nathan Davis sons, including Amos until he was lost at sea; with an interest in nine vessels totalling 4000 tons

registered from Somerset, and still others listed from other ports.

Job M. Leonard had a fleet of five sailing from the Iron Works. William P. Hood had interests in six; William E. Thrasher and his widow, Charlotte A., in five. The Marble's were always shipowners. Captain David P. Davis, of a third Davis line, was a considerable owner. In the registrations for these years, other familiar names will be found.

With these, and the great fleet of the Staples loading here, and the other fleets of bay and river, the days of sail were here again. Forty schooners in Somerset Harbor at a time is said to have been a frequent sight. One figure of seventy-five is recalled. Pictures taken during the winter lay-up show a forest of masts.

This fleet was productive of harbor traffic of another sort. Competition between local stores for the patronage of the coal vessels was keen. As soon as one was reported coming up the bay, a boat from each shore put out to meet it, rowing down the river in an effort to reach it by the time it had come through Slade's Ferry bridge. The crews usually bought their supplies from the first rower to meet them and the races between the representatives of the various stores were the object of much sporting interest by crews and townspeople.

Stores which participated in these races were the grocery and provision stores of William M. Bowers, Marble and Bartlett, Henry E. Marble (Deacon Henry's), Staples and Cornell, and the meat market of W. H. Sample.

Other stores at the Village in this period were: William H. Deardon, drygoods; David P. Davis, hardware, lumber, coal and general merchandise; William A. Manchester, stoves, tinware, glassware, silverware and so on; Philip E. Bowers, hardware and a coal and lumber dock which later burned; Nathan S. Davis, periodicals; D. E. Simmons, apothecary; F. and F. Waldron, bakers; and Garrett Hollihan and John Tynan, boots and shoes, successor to Charles Frank, the town's first hand-me-down clothing dealer.

David P. Davis had the "country store" of the Village, complete with a round stove centered in the midst of a box-like square filled with sand for the convenience of the nightly senate gathered there.

William Manchester, in addition to his Main Street store, operated the type of traveling store known as a tin peddler's wagon, familiar to all the region around. F. and F. Waldron were Fred and Ferd, identical twins, one of whom did the baking while the other drove a baker's wagon; nobody was ever quite sure which. Sample's market became Fred A. Shore's and then J. J. Regan's. Oscar Hilliard had a jewelry store which afterwards became Somerset's first barber shop, still in operation.

With Samuel T. Staples when he raced to meet the coal ships, and later taking his place, was a young clerk, Owen J. Eagan, who later became proprietor of the business. This store, with its predecessors and successors, is perhaps the longest-lived commercial institution of any kind in Somerset. The business was founded by Isaac T. Peirce in the ell of the Jonathan Bowers house, first frame house in Somerset. Peirce was in the West India trade. Benjamin Reed followed him and Staples and Cornell succeeded Reed in the building which contained Music Hall.

This building with its hall on the second floor, was destroyed by fire during the Brilliant Polish days. Staples, however, had moved out of it to the former N. S. Davis store with the well-known Central Hall on its second floor. This building was damaged in the fire; Eagan bought the building and the Staples business, rebuilt the store and remodelled the hall on the upper floor which was thereafter known as Eagan's Hall. This building is in use today by Simas DaCambra as the Green Front grocery store.

With expanding real estate interests, ownership in several vessels, active participation in town affairs where he was chairman of the Water Board which was now building the new waterworks, Owen J. Eagan was a leader of Somerset enterprise when he died in his prime in 1931.

Pioneer Lodge of Masons was organized in 1863. Elysian Lodge of Odd Fellows organized in 1886. The Somerset Grange started in 1888. The Grand Army organized Wheaton Post in 1885. Not long after, came the Young Men's Irish American Temperance and Benevolent Society rising to a membership of one hundred. It was the era of fraternal organizations, grocery store councils in the evening, church suppers, and active church organizations. Somerset Village, self-contained, busy and contented; with a harbor full of vessels, industries flourishing, and a Main Street shopping center of postoffice and fifteen stores; with hourly trains at one end and the busy bay beyond Philip Bowers' store and docks at the other; and Simmons' or Hood's livery stable to furnish transportation if need arose, was a vigorous and satisfying New England harbor town that is worth recalling.

The livery stables of those days had an importance now forgotten. They furnished the transportation now provided by automobile and bus and the owners were figures in a town's life. Bradford Simmons' livery stable on Main Street and Julius R. Hood's on Maple were institutions and as "Brad's" and "Jule's" were popular meeting places.

LaForrest L. Simmons, son of Bradford, was a promoter, with Captain Charles D. Luther and others, of at least two schooners which were an adjunct to his coal business. One of these, bearing his name, was the last commercial sailing vessel on the Taunton River. L. L. Simmons also operated the horsedrawn busses Fern and Myrtle, one of which met every Somerset train.

Julius Hood was followed by his son George who had many interests and who met halfway the age of machines which ended livery stables by having, it is claimed, the first automobile in town.

Jonathan Bowers' ancient house facing a Water Street that no longer existed was exactly two hundred years old when the first cars of the Dighton, Somerset and Swansea Street Railroad rumbled by a block away in 1895.

The new electric road which, in spite of its name, never ran to Swansea, was promoted with capital from the three towns named, from Fall River, and to some degree from elsewhere. Captains Cornelius and Joseph Davis were substantial investors.

Its route within the town from the Dighton line south was along Pleasant, High, Dublin, Riverside, Read and County streets to the Somerset end of Slade's Ferry Bridge. Turnouts were at Buffington's corner, the carbarn, Dublin Bridge, Harrington's at Cusick's Lane, Read's Woods at the future Montaup location—where car crews picked cherries as they waited—and Brayton's at the western end of the bridge.

James Murphy, afterwards superintendent of the Eastern Massachusetts Street Railway, was the first superintendent. Edward Morrissey became superintendent in 1900 and served in that capacity until 1918, operating the line from the Somerset carbarn built the year the line opened. He was followed by James Shea who filled out the balance of the time until the line merged in 1920 with the Bay State Company later the Eastern Massachusetts.

At the beginning, the line stopped at the Somerset end of the Slade bridge, with passengers transferred to Main Street in Fall River by horse-drawn vehicles. In the spring of 1907, the rails crossed the bridge to Davol Street at the Mechanics Mill. Later they were extended to President Avenue with passengers crossing above the tracks by a foot-bridge that was cold in winter, hot in summer, and a breathless climb always. After several years, the expense and engineering problems necessary for passing President Avenue under the railroad tracks were surmounted and Somerset could ride without changing into the center of Fall River.

Dighton Rock Park, the line's picnic and recreation plant, was completed in the fall of 1896 and opened for a few weeks before the close of the season. Its first full season began on May 30, 1897. The park operated for over twenty years, was discontinued in 1920 and sold the following year to the Wilbur Amusement Company which

dismantled it for lumber to construct a dance hall at Wilbur's on the Taunton, on Riverside Avenue in Pottersville. Workers for the Wilbur Company had about half completed razing the Park when they noted and warned a passing truck that its load of cotton was afire. The driver, who might have gone a hundred feet further, stopped in front of the building to investigate, the wind whipped up the blaze and blew flaming cotton upon the standing section setting it on fire and destroying it.

The "Snake Line" of the Providence and Fall River Street Railway Company opened in 1901 with its turning and twisting route across Somerset from Slade's Ferry Bridge up Brayton Avenue to Reed Street where it crossed the line into Swansea. Capitalized at \$165,000 and built at a cost of \$420,500 this line had the through service of the "Consolidated" route of the Providence, Warren and Bristol branch of the New Haven Railroad, electrified at about the same time, for competition and for its suburban patronage not much more than the Fall River-Swansea traffic. It bore its financial burden and its nickname for sixteen years until Saturday, September 22, 1917, when the last Providence car was run. Partial purchase of the section between Fall River and Swansea by residents and business men of both communities kept that run alive for some years until it succumbed to automobile traffic and became a bus line.

The Spanish-American War, in 1898, calling out only the Regular Army and the several State Militia units, created no new regiments. There were no Somerset members at the time in "Old Company M" of Fall River, nor of the Naval Brigade Company F, both of which responded. Somerset's veterans of that war, probably the last war this country will fight with a volunteer force, are Alvin Edes and Frederick R. H. Linley.

On October 10, 1908, the Brightman Street Bridge was opened. This structure of three times the capacity and a thousand times the beauty of the Slade Ferry Bridge, is 992 feet long and cost \$1,014,000. During its construction an unsuccessful attempt was made to dy-

namite it, and as there had been recent nation-wide bridge dynamitings the capture of the perpetrators was of more than local interest. Somerset's police chief Patrick Donahue trailed a suspected man and confronted him on a Somerset trolley car. The dynamiter, as he later proved to be, drew his revolver but Chief Donahue grappled with him, seized the weapon and plunged with him to the ground where he made the arrest.

Chief Donahue deserved the national note which this feat gave him. He was the ideal town police officer, with a rare mixture of fearlessness and tact. He was a member of the Somerset police force for thirty-five years, its chief for the latter half of that period and a resident of the town for fifty years, dying in 1927 some years after retirement.

Somerset opened its first public library in 1897, with quarters on Main Street. For a while the then active Village Improvement Association had good hopes of procuring the Jerathmel Bowers mansion as the town's library building, and made plans for combining, with library facilities, a series of rooms furnished in the several Somerset periods. Mrs. William P. Hood, half-owner of the house, offered to donate her share of the building if the rest could be purchased. When this plan failed, Alfred H. Hood announced the gift of a library for the town in memory of his father, William P. Hood.

The Hood Library was dedicated on October 1, 1910, at exercises held in the Baptist church. Dr. Frank A. Shurtleff presided; Alfred H. Hood made the presentation and high school principal Evan W. D. Merrill received the keys on behalf of the Town. The address of the day was made by Reverend Father George F. Maguire.

In the year 1939, the Hood Library was enlarged by the addition of an extended reading room, and a new stack room, and an air conditioning heating plan installed from a bequest by former town clerk D. Borden Davis, the new reading room now being designated in honor of the donor and his wife. There are branch libraries at Somerset Centre and South Somerset. The book circulation in 1940 was 15,123 volumes.

In 1911, Somerset acquired its first hotel built for hotel purposes: the Somerset Auto and Yacht Inn, familiarly known as Somerset Inn. This was promoted by receivers of the Somerset Pottery Company, headed by John B. Hadaway and John Brighty of Boston who formed the Somerset Hotel corporation with a capital of \$25,000. The Inn was located on the Somerset Pottery dock with an unsurpassed view up and down and across the Taunton River and was admirably planned and equipped.

The day of automobile patronage had not dawned, however, and after some years as a losing venture the Inn was sold to Adam W. Gifford who adapted it as his residence. It was later sold to Paul Galeno who operated it with profits sufficient to build himself the Highway Casino in Westport. The third of a series of fires destroyed the Inn.

The motto and arms of the Somerset Inn were those of the Duke of Somerset, the legend being *Foy Pour Devoir*—Faith for Duty. This is the motto also of the Somerset Hotel of Boston.

Reckoned in the industrial scene of these years must be the astounding growth which was taking place in Fall River. Somerset money and ability had a prominent part in this, and Fall River's cotton mill boom is a part of this town's history.

In the two years 1871 and 1872, Fall River built fifteen new mills, eleven of them in the single year 1872. Nine million dollars was added to its taxable valuation in one year. New jobs created by the fifteen mills numbered 6000. Between 1870 and 1874 the population increased 15,000 to a total 43,000. Three brick schoolhouses were built in a single year. Flint Village and Border City grew up over night. A railroad was built to New Bedford. Daily steamers ran to Providence, Newport, Block Island and New York. Sixteen more mills were built before 1893: a total of thirty-one mills in twenty-one years. In the decade 1880 to 1890, valuations increased twenty millions; in the next decade, twenty millions more.

Somerset's Slade and Brayton families became industrial and financial leaders in the incredibly growing city.

For well on to two centuries, the Brayton's had developed their steadily expanding acres until the Point was largely theirs in fact as well as in name. Since its building in 1714, the Brayton homestead, with its successor built in 1796, has had unbroken occupation by Brayton's. From the first Preserved, who early presided at the Purchasers' meetings, through each succeeding generation, Brayton's held positions of responsibility and trust in the town. Their family line included the Winslow's, Perry's, Bowers', Gray's, Read's, Anthony's, Chace's, Slade's, Eddy's and others prominent in Somerset and elsewhere.

They now turned the abilities of this long heritage upon the opportunities of the new Fall River and soon became one of its most extensive mill-owning groups, and ultimately the city's leading bankers, with the First National Bank and the B. M. C. Durfee Trust Company, now merged. Notable gifts to their new community in the form of the B. M. C. Durfee High School, and the First Congregational Church on Rock Street, together with support to other churches, institutions and movements, have done much to build Fall River.

William Lawton Slade, possibly Somerset's richest individual at that period, owner of Slade's Ferry, chief owner of a fleet of vessels, and early investor in the mills; Jonathan Slade, also with wide and wealthy interests; and John P. Slade, grown from orphan to leading lawyer and a large insurance business in the new city; were representatives of the line of Somerset's William Slade of 1780 who centered their interests now in Fall River.

Slade resources almost without other contributors built the Slade Mill. Their participation in other mills was extensive. The financial interests of William Slade lay in the Fall River National Bank; those of Jonathan in the Metacomet.

Both of these families remained in a real sense Somerset families, many members retaining residences for

year-round or summer homes. Other of the town's business leaders, as well as of its professional and salaried classes, shared interests between the two communities. William P. Hood built a home on High Street where may be seen at the entrance some of the former red sandstone retaining wall of the Jerathmel Bowers house, which he then owned. Job M. Leonard, after residence in the Colonel Richard Borden house, built the house now occupied by the Bishop of the Roman Catholic Diocese of Fall River.

Farming has never ceased to be a major industry of the town. The wagons which began before the Revolution to carry Somerset produce to Providence and Boston have become trucks but they still roll on, leaving local farms regularly through most of the year in time to secure good stands before the city markets open in the morning.

Bristol County is the second county in the state in value of farm products. Somerset contributes substantially to this leadership. Much of the truck farming is now done by Portuguese families which began during this period to take up the old farms of the town, and now constitute a large proportion of its agricultural population.

The industrial scene included Somerset's first high school, built in 1885 on the bluffs between the bay and South Street. This was a two-story wooden building, the largest town building up to that time, of which the upper floor was designed as a school and the lower as a town hall.

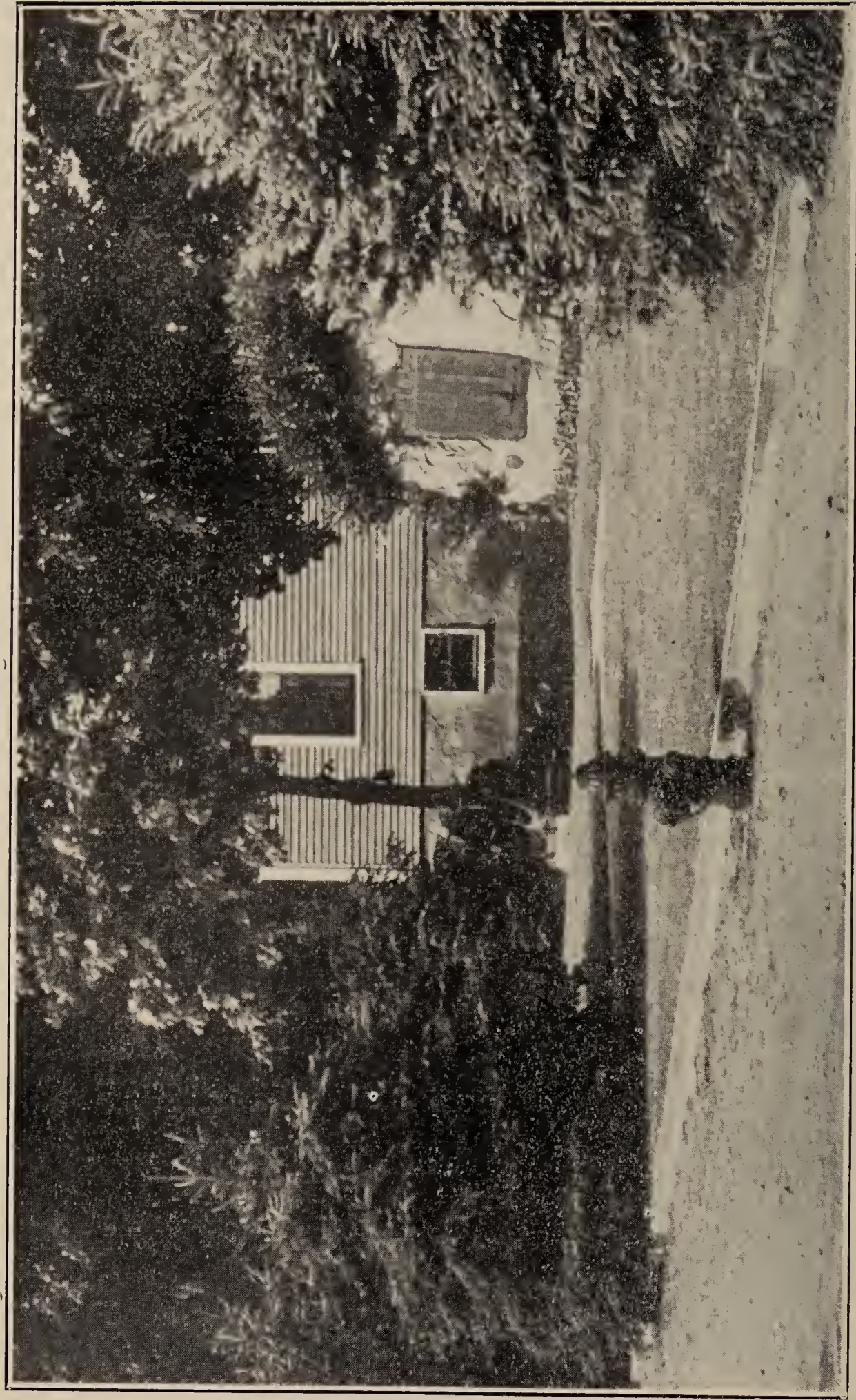
The town hall of the previous era had been located near the town's geographical center in Pottersville, the town office in a small building on the property of Elisha Slade owned by him and rented to the town. This town office was superseded by the rental of the Mt. Hope's brick office, when that company closed and was so used until the construction of the present Town Office building in 1927 when the former Mt. Hope building became the Water Works office.

The high school at the outset offered only the first two years of high school courses, the balance being paid

for by the town at Fall River or Taunton high school as the pupil might elect. Closing of the Iron Works, with resulting diminution of pupils, and several contributing circumstances, determined the town to discontinue maintenance of a high school and all high school pupils were, during the years 1907 and 1908, transported to the neighboring cities for their entire four years' course. In 1909, however, the expense of this plan led to the reopening of a two year course in the South Street building, followed in a few years by the full four-class course.

By 1928 the school had outgrown the building. Two rooms were added. The school still grew in numbers until in 1933 it was forced to go on a two-shift basis. This was the situation when the school year of 1934-1935 closed. Forty-eight hours later, on June 30, 1935, the building, with an even fifty years of service completed, took fire and was totally destroyed with all its contents, including a library of two thousand books.

Crowded out of the South Street building by the growing school, town meetings were transferred to Riverside Hall on Riverside Avenue. When they grew too large for this the Town rented Wilbur's dance hall for the purpose. The burning of Wilbur's added itself to the high school's destruction as an agent of progress. Town meeting, like the high school sessions, was transferred for the year 1936 to the Village School building, with the 1937 March Meeting opening the present town auditorium at the new high school.



WORLD WAR MEMORIAL — WITH SOMERSET POTTERY CO. OFFICE IN BACKGROUND

THE WORLD WAR

THE United States entered the World War on April 6, 1917, and Congress, after declaring for weeks that there would be no compulsory military service, on May 10 passed the universal draft law which provided that every man in the country of ages twenty-one to thirty must register in what President Wilson called selective volunteering.

Registration day was set for June 5, the registration offices opening at six in the morning. Before midnight 9,649,938, according to figures published two weeks later, had enrolled.

The number registering from Somerset was 226. Somerset was part of the Bristol County suburban registration district comprising Dighton, Easton, Mansfield, Norton, Raynham, Rehoboth, Seekonk, Somerset and Swansea, with Chairman Franklin S. Simmons the local representative. Each registrant was given a card certifying his registration, and a number by which he was thereafter known in the national records.

On July 20, the drawing of numbers for the first and second drafts took place and the number 258 became for some weeks famous as the first to be drawn. Four hundred numbers were chosen on this date for a first contingent, to be immediately called, and four hundred as a second contingent for later summons.

Somerset numbers pulled from the wheel of fate at Washington were five in the first four hundred: Lawrence Ryan, Frederick J. Johnson, Ernest A. Simcock, Thomas L. Smith and Frederick J. Wall. Eight Somerset men were in the second quota: Ernest L. Peirce, Joseph E. Gallagher, Matthew Hoole, Jr., Emile Mendoza, William Parsons, Harold J. Regan, August Pacheco and John T. Griffin.

A fourth month elapsed before the first draft was called for the examination which took place on August 8 at

Mansfield. Rejections for physical unfitness were many. The principle was established that a married man with dependents who might lack adequate support in his absence should be exempted. Appeals were allowed, and citizens were directed to appeal on behalf of draftees who should have asked exemption for family reasons and failed to. A civilian, referred to in military circles as a "citizen liaison," was selected in each community with the duty of making such appeals and of otherwise maintaining contact between the army and the home.

It was five and a half months after the declaration of war when, on September 21, 1917, the first draft unit left for the training camps. Fifteen men of Somerset were in this contingent, boarding the train already filled with Fall River draftees, going to Mansfield for checking by the county board there, and thence to Camp Devens at Ayer where they slept that night in the long, wooden, steam-heated barracks in which they spent the bitter cold winter of 1917.

Meanwhile, by the end of June two contingents of United States Regulars and Marines had landed in France; and the First Liberty Loan of three billion dollars had been oversubscribed by three hundred million. The second, for five billion, was announced to begin its campaign October first, the "Y Service Drive" for war camp social centers was opened, and the Four Minute Men speakers at theatres and other gatherings had been organized.

In September, at a meeting held at the Hood Library on the night of September 28, the Somerset Soldiers' Aid Committee was formed to raise funds for the aid of soldiers, with a goal of \$250. On October 5, the second draft entrained for Camp Devens.

By then, the masts of the great schooner Luther Little were towering above the shores of Brayton Point and there was an estimate that Somerset's first war launching would take place on Thanksgiving Day.

This was the second Luther Little. The world's need of war shipping had brought to Reed Brothers in early 1916

a contract for a 415 ton schooner to be named for one of the partners of the Boston firm which had ordered it. The vessel was well advanced when it caught fire in February of 1917 and was destroyed. Shortly thereafter, the new-formed firm of Crowninshield Shipbuilding Corporation bought the Reed yard, built additional buildings, installed much machinery, fenced the plant with high barbed wire and started to reconstruct the Luther Little.

After two postponements the Luther Little II, as she was called at the yard, went down the ways on December 20, christened by Barbara Hoyt, daughter of Luther Little's partner. The Crowninshield's started at once to build a sister ship, the Hesper.

August 30 of 1917 saw the last of the Davis Brothers' large ship holdings sold when Captain Cornelius S. Davis transferred three schooners of the Atlantic Shipping Company, of which he was treasurer and manager, to a New York firm. The vessels were the schooners Fannie Prescott, 404 tons; the Hope Sherwood, 686 tons; and the Florence Howard, 863 tons. The Davis' schooner Clara Davis, 680 tons, had already been sold to a French firm. A foreign news note in October reported the Fannie Prescott torpedoed in British waters.

Taxes were increased, three-cent postage was decreed, coal conservation administrators were appointed, in Somerset Fernald L. Hanson; and sugar rations established, with Adam W. Gifford the local authority.

Winter passed with record cold. The phrases Liberty Motor, Dollar a Year Man, War Camp Community became familiar. Salvation Army and Knights of Columbus tents and "huts" for social service to enlisted men were added to those of the Y.M.C.A. in camps and in public squares of cities frequented by soldiers and sailors on leave. Week-end contingents of boys in khaki or blue, home from Devens, Newport or elsewhere, were a part of the scene. Churches acted as agencies for securing Sunday dinner or week-end invitations for sailors from Newport. Service flags appeared in stores and shops and in home windows. The jitney-bus plagued the trolley lines and puzzled the lawmakers. Everybody knitted.

On Easter Sunday, March 31, the country set its clocks ahead for the first Daylight Saving Time. The next day, April first, word came that American soldiers, this country's first great volunteer force at the front, were moving towards the Somme River. The total American army in this country and Europe was 1,500,000. It was planned that this number should be in France by the end of the year, with another million ready or in training on this side.

To mark the first anniversary of our entrance into the war, the Third Liberty Loan drive was announced to begin on April 6. This was for three billions, making the total of war loans to that date eight billions. The United States had loaned \$4,900,000,000 to European allies during the year. The third loan "went over the top" in less than a month. The newly formed Massachusetts State Guard, with numerous Somerset men in the three Fall River companies, paraded in a Liberty Loan demonstration at Boston.

In May, the movement for war gardens to increase the food supply was under way, with Somerset assigned a quota of 250 acres which volunteers were asked to add to the area of vegetable gardens normally cultivated in the town. Red Cross chapters were active, and the month saw the first national Red Cross drive.

May also saw a substantial decrease in the number of men home for furloughs and post cards began to arrive with army post office cancellations saying that the writers were en route to undesignated ports in Europe, or had safely arrived. On May 24, the War Department announced that we had 650,000 men in France.

On June 11, the number was announced as 700,000; on June 15, 800,000; on June 22, 900,000. June saw Americans moving up towards Chateau Thierry. On July 8, it was reported that we had landed 300,000 men in France during June and had 260,000 on the battle line.

At home, June found sugar rationed at three pounds per month per person; War Savings Stamps were put on sale; three ships were torpedoed off New York harbor by a German submarine and the naval authorities at Newport

forbade ships to leave Narragansett Bay. A large sign was put at the Crowinshield yard telling that it was the President's desire to launch the Hesper by July 4 and every employe was asked to cooperate towards that end.

At Washington on June 27 Secretary of War Newton D. Baker drew twelve hundred numbers rolled up in capsules from a glass bowl in a Senate Building committee room, each number being expected to draft a thousand men or a total of 1,200,000. This draft he called "America's Class of 1918."

The launching of the Hesper was set for July 4. The crowds on both shores and the yachts and observation craft in the bay off Brayton's Point resembled a regatta day. The bottle of champagne was broken, the Hesper moved a few feet down the ways and stopped, and nothing would move it further. On July 11, a lesser crowd saw the second attempt at launching. The Hesper moved until about twenty feet of her length was in the water and stopped again. Tugs pulled and hauled for forty-one days following, without result. At eight o'clock on the morning of August 22, with nobody to see, the Hesper of her own accord launched herself. No damage or strain from the efforts to drag her free was apparent.

Following the two schooners, the Crowninshield Company received a contract from the United States Shipping Board for the construction of six wooden seagoing tugs of 150-foot length, and later a second contract for six more of the same size and type. After the war the yard was active for a while building the propeller Annabelle S. for the Singer Sewing Machine Company of New York; then, on a dozen small sailing boats of the knockabout class, a two-masted schooner christened the Fame, a yawl, and a few other craft, along with repairs to various vessels including the Martha's Vineyard and Nantucket Line steamboats until finally the quiet of the age of great steamers settled over this cradle of wooden ships. The plant at the present time is virtually idle, but contains a large amount of equipment in good condition for use.

In July of 1918, an additional 300,000 soldiers sailed for France. The Chateau Thierry battle was on. A German U-boat sank three barges and battered a tug off the shore of Orleans on the Cape. Summer residents bought the kitchenware of the tug for souvenirs at a sale for the benefit of the Red Cross. The Government took over the railroads, under supervision of the Treasury Department; and on July 30 the Post Office Department took over the telephone and telegraph lines. The monthly sugar allowance was cut to two pounds per person. On July 28, the war was four years old.

On Sunday, July 29, St. Patrick's Church unfolded a service flag with forty-one stars.

August brought the announcement of the War Department's plan to send a total of five million men into the war and its intention to withdraw its units from the British and French armies to form the American Expeditionary force. On the 12th, a U-boat sank three vessels off Nantucket. Airplane and sub-chaser forces patrolled the coast night and day. On August 25, all who had arrived at the age of 21 since the original draft were registered. Throughout the month the guns roared along the Somme and the Hindenburg line began to crack.

By September 7 the A. E. F. was organized and on September 12 started its career as a separate army with an attack to straighten out the St. Mihiel salient.

On the same day, under a new draft law, all men between the ages of 18 and 45 were registered for service. The day added thirteen million men to the eligible military force; 475,000 in Massachusetts alone; 375 in Somerset.

Registration for Precinct One was at the Town offices by Town Clerk G. Walter Simmons, assisted by D. Borden Davis, J. Isaac Peirce and Frederick Dudley. Precinct Two registration was at the Old Town Hall, in charge of Selectman Franklin S. Simmons assisted by Frank C. Chace, Frederick Bogle and Samuel B. Wood.

The influenza which ultimately cost more American lives than the war and caused more United States Army deaths than all its battles was described by press bulletins on

September 20 as an epidemic. In September, Fall River was in its grip. On Wednesday, September 25, Somerset schools were closed until further notice. The number of cases in town was three hundred, and the town hired nurses to assist the overworked doctors, while volunteer committees fed families where no one was left to earn food or prepare it.

At the epidemic's height, the "Fighting Fourth" Liberty Loan was launched. Public meetings being forbidden, the loan went slowly but was ultimately subscribed. September ended with the Allied armies slashing at Hindenburg from Verdun to the sea.

On October 2, the Hindenburg Line was broken. On the 4th, the A. E. F. was pouring through it at St. Quentin. On the 8th, the Germans asked for an armistice which was denied. On the 9th, the Allies took Cambrai.

By mid-October the influenza epidemic was waning. On the 17th, Hindenburg's retreat had become a rout. On the 26th, Turkey surrendered. The United War Work campaign for the Salvation Army, the Knights of Columbus and the Y. M. C. A. went over the top in the exuberance of victory.

On November 4, Austria surrendered and the intervening week to 11 o'clock on the morning of November 11 was one of hourly victory bulletins and mounting joy. The Armistice Day celebration in Somerset began at four o'clock in the morning, after a night made dark by the failure of all electric power owing to transmission troubles having nothing to do with war, and lasted until nine o'clock at night.

One hundred and forty-nine men and six women then resident in Somerset, according to the bronze record of the War Memorial had active service in the World War. The personal records of so large a number are now beyond tracing even if the scope of this history could contain them.

Five Somerset men died in the service: Lieutenant Warren S. Hathaway, of wounds received in action at Champagne in October, 1918; John Damas, in action in June, 1918; Desire Cloutier, in action in August, 1918; Joseph Ogden, of pneumonia at Washington in June, 1918, and Joseph A. Miller, of pneumonia at Camp Jackson, South Carolina, in September, 1918.

A striking phase of Somerset's record in the War is the number of families represented by more than one son. There were four instances of brothers in uniform at one time and a fifth of three brothers and a sister. These were:

Frank C. Lynch, first Somerset man to enlist, Harold V. Lynch, John J. Lynch and William F. Lynch.

David F. Pierce, Edward F. Pierce, John H. Pierce, and Thomas F. Pierce.

Alexander Thibeault, Jr., Edward Thibeault, H. Joseph Thibeault and Michael M. Thibeault.

Clifford B. Grime, Herbert Grime, Frederick Grime and Arthur Grime.

James L. Donahue, P. Joseph Donahue, Harry L. Donahue and Ellen C. Donahue.

In five families there were three enlisted:

Clayton Brown, Leroy E. Brown and Olin F. Brown; Edward Simmons, Howard W. Simmons and Allen Simmons; John F. Leonard, Joseph E. Leonard and Michael H. Leonard; Cornelius V. Coleman, George W. Coleman and James H. Coleman; Arthur A. Smith, Thomas A. Smith, and Annie C. Smith.

In ten families there were two brothers or a brother and a sister enlisted:

Albert B. Almy and Israel T. Almy; Joseph Cohen and Robert Cohen; Charles C. Cronan and Edward Cronan; Frank A. Fitzgerald and Helen V. Fitzgerald; John T. Griffin and Michael J. Griffin; Leonard A. Miller and J. Hiram Miller; John Parsons and Robert Parsons; Harold J. Regan and Helen F. Regan; George F. Simmons, Jr., and Herbert Simmons; Arthur R. Whittaker and George E. Whittaker.

The records of this war for the first time include the names of women as members of the army and navy. This was owing to the award of enlisted rating to Red Cross nurses, and to naval rating of women clerks in that service as yeoman. The navy roster entered these clerks as Yeoman (F), and the phrase "Yeoman-F," popular in service circles, soon circulated among civilians as "Yeomanette." Somerset's woman veterans number six: Ellen C. Donahue,

nurse; Helen V. Fitzgerald, yeoman; Mildred A. Lufkin, yeoman; Helen F. Regan, yeoman; Annie C. Smith, nurse; and Annie M. Wilbur, yeoman.

With the armistice of November 11, 1918, the town's navy and army contingents began to come home as they had gone, a few at a time, some for furloughs pending discharge and some with their final papers, filling the streets of Somerset with khaki and blue; but it was not until the next summer that sufficient had permanently returned to justify the town's official welcome.

This was celebrated on August 28, 1919, with a morning parade, a speech of welcome by Selectman Fernald L. Hanson, the presentation of medals, and a clambake at Dighton Rock Park with addresses by Colonel W. J. Keville of the 101st Ammunition Train, 26th Division; and by State Treasurer Charles L. Burrill. Sports with the town's soldiers and sailors competing, and finally a ball game between the khaki and blue, ended the day.

The committee in charge of Welcome Home Day, one of the outstanding days in Somerset's history, was composed of Owen J. Eagan, chairman; Alfred W. Tallman, secretary; and twenty-three other citizens: Thomas F. Eagan, Adam W. Gifford, Frederick S. Clarner, Lewis E. Moulton, Franklin S. Simmons, Fernald L. Hanson, Daniel P. Shove, Preston H. Hood, Daniel B. Cronan, Jr., Edward Morrissey, George E. Marble, Frank C. Chace, Charles Riley, Frederick G. Bogle, Cornelius A. Davis, William Synan, Daniel Wilbur, Thomas A. Francis, Edward J. Guiney, G. Walter Simmons, Melvin G. Conary, Frederick R. H. Linley and James A. Blakeney.

Warren S. Hathaway Post, No. 228, of the American Legion was chartered on October 11, 1919. This post is the largest veteran's organization the town has had in any era, and is augmented by the Ladies' Auxiliary, organized the next year. Its commanders have been: Charles F. Butterworth, Harold J. Regan, Carl V. Parrott, Edward R. Simmons, Samuel W. Gibbs, Israel T. Almy, Carl Anderson, Herbert Grime, Thomas Adamson, Albert J. Berard, William

F. Lynch, Leo Clarkson, Howard W. Simmons, Manuel J. Ruby, George Lockhart, Leroy S. Brown and, in 1940, B. Hugo Nillson.

On Memorial Day, 1926, Legion and town joined in the dedication of its World War Memorial at the foot of Centre Street on Riverside Avenue. The monument is a bronze tablet set in the face of a huge conglomerate boulder chosen as characteristic native stone and doubly appropriate because it was taken from the spot where the Village School now stands. The stone is flanked by a trench gun and a four-inch field piece which saw service on the battlefields of France during the war. The monument was unveiled by Eleanor F. Maddock, little daughter of Veteran Joseph Maddock, Jr., and Russell Warren Hathaway, youngest brother of Warren S. Hathaway after whom the Legion Post is named.

In the fine and simple words of the tablet, *Somerset Remembers These Sons and Daughters Who Served Their Country and Humanity in the World War:*

Adamson, Thomas
Almy, Albert B.
Almy, Israel T.
Auclair, Amos J.

Babbitt, Leon P.
Banville, Edme F.
Beaulieu, Reginald J.
Belcher, Stuart S.
Biladeau, Frank
Biladeau, Henry
Bradshaw, Ernest T.
Bridge, Charles H.
Brown, Clayton R.
Brown, Irving F.
Brown, Leroy E.
Brown, Olin F.
Burgess, Joseph
Burnside, Archibald J.
Butterworth, Charles F.

Calder, Walter L.
Carberry, Michael
Caron, Jerry
Cartman, Thomas
Carveiro, Manuel S.

Clemmy, John L.
Cloutier, Desire
Cohen, Joseph
Cohen, Robert
Coleman, Cornelius V.
Coleman, George W.
Coleman, James H.
Cook, John W.
Cronan, Charles C.
Cronan, Edward J.

DaCambra, Sinas
Damas, John
Deane, Norman H.
Deane, Russell M.
DeCosta, John
DeMello, Joseph
Derbyshire, Arthur R.
Demarais, Renold H.
Donahue, Ellen C.
Donahue, James L.
Donahue, Patrick J.
Donais, John
Doucette, Joseph
Duhamel, Hector
Dyson, John F.

Eccles, David S.
 Elsbree, Percy L.
 Emsley, William J.
 Estrella, Victor T.

 Fassett, Gardner L.
 Fitzgerald, Frank A.
 Fitzgerald, Helen V.
 Fleck, John B.
 Forest, George J. B.
 Fournier, Napoleon J.

 Gallagher, Joseph E.
 Gibbs, Clifton D.
 Gibbs, Samuel W.
 Goff, H. Elton
 Griffin, John T.
 Griffin, Michael J.
 Griffiths, George P.
 Grime, Arthur
 Grime, Clifford B.
 Grime, Frederick
 Grime, Herbert

 Haggerty, John F.
 Hathaway, Charles E. Jr.
 Hathaway, Warren S.
 Hathaway, William S.
 Hayes, Patrick F.
 Hill, Frank
 Hill, Walter
 Holt, James
 Hood, Harold G.

 Irving, William H.

 Laforce, Charles
 Lavoie, Joseph
 Lavoilette, Paul A.
 Lee, William J.
 Leonard, John F.
 Leonard, Joseph E.
 Leonard, Michael H.
 Linley, Norman D.
 Lufkin, Mildred A.
 Lynch, Frank C.
 Lynch, Harold V.
 Lynch, James H.
 Lynch, John J.
 Lynch, William F.

 Maddock, Joseph, Jr.
 Mahon, Michael J.
 Mann, Samuel M.
 Marble, G. Arthur
 Mavall, John
 Mello, Manuel F.
 Mendes, Antonio C.
 Messenger, Harold R.

Miller, J. Hiram
 Miller, Leonard A.
 Moreau, Arthur J.
 Morel, Frederick T.

 Ogden, Joseph
 Oldham, Henry

 Parrott, Carl V.
 Parsons, John T.
 Parsons, Robert
 Peirce, Ernest L.
 Picard, George L.
 Pierce, David F.
 Pierce, Edward F.
 Pierce, John H.
 Pierce, Thomas F.

 Raymond, Charles L.
 Regan, Harold J.
 Regan, Helen F.
 Rezendes, Anthony
 Richard, Rosimond J.
 Rivard, August
 Rose, Harry F.
 Ruby, Manuel J.
 Ryan, Lawrence

 Silvia, Manuel
 Simcock, Ernest A.
 Simmons, Edward R.
 Simmons, George F., Jr.
 Simmons, Herbert W.
 Simmons, Howard W.
 Simmons, Joseph G.
 Simmons, Ralph B.
 Simms, Leon T.
 Slade, Ralph E.
 Smith, Annie C.
 Smith, Arthur A.
 Smith, Thomas L.
 Sullivan, Francis W.

 Tatem, Paul O.
 Thibeault, Alexander Jr.
 Thibeault, Henry J.
 Thibeault, Edmond
 Thibeault, Michael M.
 Thurber, Martin L.
 Traynor, Eugene

 Walker, James
 Wamboldt, Willard A.
 Whittaker, Arthur R.
 Whittaker, George E.
 Wilbur, Anna M.
 Williamson, Charles E.
 Williamson, James A.
 Wood, Samuel B., Jr.



SOMERSET HIGH SCHOOL

THE GOLDEN AGE

THE railroad, the trolley and the automobile wrought changes in Somerset as they did in every city and town in the land, and particularly in New England. The passing of the pottery and iron industries and of the coal depot were a part of a new economics which concentrated industry in distribution centers and near to raw materials.

Somerset's market and trading vessels gave way to steamships, refrigerator cars, packing houses and overland trucks. With a garage in the rear of every house, the department store of the city was no further away in time than the Main Street shop had been. Fourteen hundred automobile owners in Somerset have today more horsepower at their command than Brad Simmons or Jule Hood ever had.

Had these changes ended Somerset's story and left it a drowsy village living on its memories it would have had nothing to be ashamed of. In days when enterprise meant vessels it was building and launching ships, beginning while sons of the original Pilgrims were still living. In the commerce which kept the Colonies and early New England alive and advanced them towards a great new country, it had great fleets three times recreated when war scattered them.

When clipper ships ruled the seas Somerset built and sailed some the greatest. Without a clay bank within its borders it was a pottery center. In the age when steam was taking the place of sail it furnished the first generation of steamboat captains while it built or captained the greatest of the mighty schooners that made the final stand against the steamship. In the age of iron and coal it had its full part.

It could have been pardoned if it had now sat back in a glow of autumnal satisfaction. Instead, in the years

that saw its last factory and its last vessel disappear Somerset rose to new levels of population, prosperity, property valuation, beauty and municipal efficiency.

The ability of Somerset to capitalize upon the opportunity of each succeeding age has been from the first its outstanding characteristic. Its assets have consistently been matched with the courage and the enterprise to market them.

At the turn of the Nineteenth into the Twentieth Century its chief asset was an unspoiled New England town with more than ten miles of waterfront and every variety of residential site: clusters of available homes, large and small, built in the age of good taste, or well-drained slopes where the old farms between their parallel walls watched the crowded opposite shore without envy or impatience.

The industrial age had never scarfed the surface of Somerset further than a few hundred feet from its shores. Along most of its waterfront the New England instinct for neatness had cleared away the debris of each era as it passed. The docks, large and small, were neat and trim, often planted with grass. The farmlands, cleared and worked over for centuries, were ready for flowerbeds or market gardens. Somerset was, in short, a residential area lying fallow before the eyes of teeming Fall River.

The advent of the trolley in 1895 did not, therefore, empty Somerset of its people. It brought new residents. The population figures show this. In 1895, the population of Somerset was 2241; in 1905, 2349; in 1915, 3377, in 1925, 4818. In the sesquicentennial year of its incorporation it is 6216, the highest figure of its 260 years of White habitation.

Valuations, the number of homes, miles of highway, school capacity, municipal services, and even: with its industries, garages, housebuilders, market gardens, dairies, green house, trucking and schools: the figures of persons employed within the town, are greater than ever before in its history.

By 1914, the year of the World War's interruption, the destiny of Somerset as a residential community was evident. In that year the town began its latest industry: that of making Somerset a good place in which to live.

This is the date of the beginning of the town's modern building era which, to paraphrase a classic instance, found the town in wood and left it in brick. In 1914, the South School, on Read Street, was built. The war and its expense and distraction delayed the program for a period. America's foreign legion had scarcely been welcomed home when the construction of the Pottersville School was begun. This ample building in the modern one-floor manner, was occupied in 1923, superseding the old Pottersville Grammar School on County Street and the Roosevelt School on Pratt Street. In 1925, the Village School was started, a building of the same type, and occupied in 1926, replacing the Dublin School, burned in 1924, the North Primary, now G. A. R. Hall, and the Village Grammar School which was sold and moved.

In that year, the Wilbur School was started, and occupied in 1927. In 1927, the Pottersville building of 1921 received additions of two rooms and the basement. In the following year the West Hill School was built. This was 1928, in which also the Town Office Building was erected, and the 1885 high school received an addition of two rooms. All this construction excepting the high school addition was of brick.

Meanwhile, in 1927, the Somerset Waterworks plant in North Dighton had been completed and put into operation. A Fall River Herald News article of July 30, 1927, gives illustrations of four buildings under construction on that date: the Wilbur Avenue School with its basement completed and the first story rising; the Town Office building ready for the roof; a new wing and basement nearly finished at the Pottersville School; and the pumping station in South Dighton well advanced. In addition are shown the reservoir standpipes standing finished on Richmond and Gypsy Hills and one of four trench-digging

machines busy laying twenty-four miles of water mains for the new water system.

In April of 1869, a vote at town meeting ordered an appraisal of the town's school property, the figures of which were duly entered in the town records: District No. 4, schoolhouse, \$575; District No. 3, schoolhouse, \$1850; District No. 2, schoolhouse, \$2400; in District No. 2 the Middle Schoolhouse, \$1825; the North schoolhouse, \$975; the Northwest schoolhouse, \$300. With the cash balance or indebtedness on the books of each district the net worth of the Somerset school system in dollars that year was \$5597. At the end of the Golden Age of Somerset, with the 1936 high school added, the town's school plant is appraised at \$479,500.

The waterworks wells, pumping plant, reservoirs and mains cost in round figures \$550,000. The other construction under way at the same time cost \$110,000 more. All of this investment is in 1940 within a year to seven years of amortization, after a period in which the costs have been so distributed that the tax rate has never risen above \$26, and has reached that figure only because of depression welfare costs.

The Somerset Water System consists of 45 wells and four observation wells driven in an area in South Dighton owned by the Town of Somerset, lying about half a mile west of Elm Street and eight hundred feet north of Brook Street; together with a pumping plant at the well field and two storage standpipes, one on Richmond Hill and the other on Gypsy or Methodist Hill, with a total storage capacity of 1,192,750 gallons. With minimum rainfall conditions the plant can supply upwards of 750,000 gallons per day. In emergency the water flow can be increased a million gallons a day by diverting water from nearby Segregansett River and flooding the well area.

The joint Water Supply Committee for the town which planned and built the plant was composed of the Board of Selectmen and the Board of Water Commissioners organized with Owen J. Eagan, chairman; Fernald

L. Hanson, secretary; and Adam W. Gifford, John A. Grandfield, Edward J. Guiney and D. Borden Davis.

Needing only a modern high school building to complete a notable school system the town's government nevertheless waited for a reduction of its recent construction indebtedness for eight years until on June 30 of 1935 the 1885 building on South Street took fire and burned to the ground. Plans for the construction of a new building on a site long since acquired by the town for the purpose at the geographical center of the town were immediately begun. An appropriation of \$80,640 from the Federal Public Works Administration was obtained through the alertness of Chairman Fernald L. Hanson of the Board of Selectmen, who secured the reassignment of appropriations not accepted by two other towns, and ground was broken for the new building in March of 1936.

The building, costing \$195,000 and designed by Selectman Israel T. Almy, includes among its other comprehensive modern facilities a large combination auditorium and gymnasium. Use of the auditorium for the town meeting of March, 1937, marked its virtual opening, with the high school, which had been occupying temporary quarters in the basement of the Village school, holding there in June the class of 1937 graduation. Full occupation of the building came with the opening of schools the following September.

The committee in charge of planning this building, the finest and largest ever erected by the town, was composed jointly of the Board of Selectmen, the School Committee and six citizens organized with First Selectman Fernald L. Hanson as chairman, School Board Chairman Preston H. Hood as secretary, and Selectman Adam W. Gifford and Israel T. Almy, School Committeemen Charles P. King and Herbert L. Hall, Town Clerk Harold J. Regan, and Henry A. Boisseau, Harrison W. George, Edward J. Guiney, Henry J. Harvey and Thomas E. Matthews, members.

Growth of the town's educational and other municipal equipment was accompanied by other progress. In 1923,

Somerset's institutional structures were added to by the completion of Masonic Hall on Pleasant Street. The building committee, consisting of Adam W. Gifford, Fred R. H. Linley, George H. Tompkins, Israel T. Almy, Charles P. King, Elmer S. Sears and Fred I. Walker, laid the corner stone on January 6 of that year. The new hall was the third of Pioneer Lodge's regular meeting places: the first being Central Hall until that structure burned; and the second, after temporary quarters following the fire, the upper story of the Somerset car barn.

The Parks Shellac Works came to Somerset in 1916, when Edward S. Parks purchased the Iron Works Lower Mill and began there the operation of a shellac plant for the manufacture of phonograph records, in conjunction with a parent plant in Fall River. In 1924, the Somerset works was converted for the making of bleached shellac which is used in the furniture and general painting and finishing trades. The Parks Company imports its own lac from India via Boston and sells its product to the larger paint and hardware dealers, and is the only plant of its kind in New England. The plant is under the management of Raymond F. Morton and employs about thirty, mainly Somerset townspeople.

The year 1923 saw also the construction of the Montaup Electric Company's power plant begun at Read's Woods, between Riverside Avenue and the water front. This plant, the largest and finest industrial building, and representing the largest capital investment of any plant in Somerset's history, brought much of the added property valuation which enabled the town to enter into its municipal building program with confidence.

It is an electric generating plant owned by the Fall River Electric Light Company, the Brockton Edison Company, and the Blackstone Valley Gas and Electric Company, and is linked with the New England Power distribution system.

The plant was put into operation in 1925 and with an additional unit added in 1928, represents today an in-

vestment of \$13,000,000. A further addition involving an expenditure of \$3,000,000 additional was announced in 1940 with construction planned to begin during that year. It employs 115 men and women, largely from Somerset. George U. Parks is resident general manager.

In the possession of the Montaup Plant Somerset takes the lead again as constantly in its past, in producing the commodity in demand by the times, which today is electric power as definitely as it once was ships. For this good fortune the town's location is to be credited, as water-borne coal and fuel oil are essential to the Montaup's economy; and it may be noted in support of the Golden Age that the tonnage of ships bringing these commodities is quite probably equal to the tonnage of the Somerset fleets that used this port in its days of sail.

Home building is a large and constant element of the town's wealth and population growth. Assessors' records show an average of forty new homes built in Somerset annually for several years past. What this means in the town's growth may be judged from figures of 1938 when the September 21 hurricane destroyed an approximate \$40,000 worth of property and new taxable construction in the same year amounted to \$115,000.

One of the assets to the pride of Somerset in this period was the engineering and mathematical genius of Clifford M. Holland, who in 1919, at the age of thirty-six was made chief engineer for the New York and New Jersey vehicular tunnel now named the Holland Tunnel in his honor. This tunnel, described in the volume published to celebrate its opening as "the greatest engineering feat of all time," was planned by Holland and carried forward by him to within two years of its completion when he died, in 1924, worn out by the task, but leaving plans for its completion. Milton H. Freeman, appointed to succeed him, died from over-work two years later, shortly before the tunnel was opened and dedicated to Holland's memory.

At his death, at the age of forty-one, Clifford Holland was referred to as "the most noted tunnel builder

in the world." He was Somerset-born and Somerset bred being, like Russell H. Leonard, Preston H. Hood and Alfred W. Tallman, a grandson of William P. Hood and a great grandson of Deacon Nathan Davis. He is buried in Palmer Street Cemetery.

In this period of growth in every direction Somerset acquired its first hospital, the Medico-Chi building of Dr. J. W. Bowker, on County Street. Until the close of the Civil War medical help for the community came from Fall River in the horse and buggy of the general practitioner. In 1865, Dr. Frank A. Shurtleff became the town's first resident physician and, as his avocation, the founder of the town's modern education system, for many years the school board chairman, and the initiator of Somerset's high school. He died in 1910.

Second of Somerset's own physicians was Dr. Frank A. Morrill, who settled here in 1876 and although retired is still living here in 1940. Dr. John W. Bowker is the town's third resident physician and the first to maintain a clinic. On County Street is also the office of Dr. Arthur La Salle, a member of the Union Hospital staff in Fall River, who chose Somerset as his residence in 1933. Dr. G. Richard Moore of Riverside Avenue is on the staff of St. Anne's hospital.

Somerset's first bank dates also from this period, in the Somerset Community Credit Union founded in 1936 with its own building on County Street, occupied in 1937. Allen L. Donovan is treasurer and manager of the Union and its officers are John A. Grandfield, president and Charles W. McClellan, vice president, with fifteen directors.

The year 1932 saw Somerset for the first time with its own newspaper, the "Spectator", founded by Sidney L. Hathaway, Jr., and now published from its own plant, a building of Colonial architecture on County Street, following destruction of the first plant on Riverside Avenue by the hurricane of 1938. A previous weekly published by Samuel E. Fiske of Fall River from 1885 to 1898 as the "Somerset Times" was a paper issued for ten sur-

rounding towns under various titles but with the same news items in all.

In church institutions the town in this period grew rapidly, with the Catholic Church of St. John of God, started in 1928 under Father Augusto L. Furtado; the Catholic Chapel of St. Thomas More; as recounted in another chapter; and the Episcopal Church of Our Saviour.

The Church of Our Saviour was founded in 1905 by Reverend Edward Benedict, rector of Christ Church in Swansea, as a mission of that church. The first meeting was held on Sunday afternoon, May 14, of that year in the barn of Valentine Lawton transformed by burlapped floors and walls draped with white cloth. Among the congregation were the families of John Ratcliffe, Joseph Bridge, John Brighty, Reuben Ramsay, George Butcher, and Valentine Lawton.

Subsequently, the site on Pratt Avenue, Somerset Centre, was secured and the present chapel built and opened on Sunday, March 3, 1907. The Reverend Benedict's benediction at the close of the dedication ceremonies conducted that day by visiting rectors was his first and last priestly act in the new building he had inspired as his death occurred the following Friday.

Reverend Linden H. White, rector of St. James' in Fall River, served as minister in charge until 1909, when Reverend J. Wynne Jones took charge of the Swansea parent church.

Father Jones' pastorate extended through twenty-nine years until his death in 1938 when the chapel organized with Edward Chatterton, Sr., warden; Harold Shannon, clerk; Samuel J. Marsh, treasurer; and John R. Yungblut, theological student, as temporary pastor until the Reverend Sherrill B. Smith as rector of Christ Church assumed charge.

The Church was incorporated in 1940, released its property from the original trust, and transferred it to the Episcopal Diocese of Massachusetts. Arthur L. Clegg is warden, Harold Shannon, clerk.

On April 1, 1928, the late Bishop of Fall River, Daniel F. Feehan, established the parish of St. John of God to provide for the spiritual needs of the Catholic people of the South Somerset section. At the same time, the Reverend Augusto L. Furtado, who had been for several years assistant at St. Michael's Church in Fall River, was appointed Pastor of the newly formed parish.

Construction of the Church on Brayton Avenue was begun on August 13th, 1929 and in the meanwhile Mass was celebrated in the old town hall. The Church which is in the Renaissance style is composed of two parts; the upper Church proper and a basement where parish socials are held. The first religious services were held in the new church on November 25, 1929. Shortly thereafter a residence across from the Church on Brayton Avenue was purchased and was renovated to serve as a rectory.

Solemn dedication of the Church and blessing of the corner stone took place on Sunday, August 14, 1930, by the Most Reverend James E. Cassidy, D.D., L.L.D. Bishop of Fall River, in the presence of a large congregation, numerous members of the clergy and Town Selectmen.

Today the parish numbers about nine hundred and fifty people; and there are several religious sodalities connected with the church, such as the Holy Name Society and the Holy Rosary Confraternity. In addition to the religious organizations, there is a Catholic Women's Club which interests itself in all church and civic matters concerning the welfare of the parish. And recently there has been formed a Boy's Scout Troop in the parish.

November of 1918 brought news of a final chapter in Somerset's long story of the seas when it became known that the whaling bark Alice Knowles, owned by Captain William Hegarty of Somerset, had sunk in a hurricane off Brazil with the Captain, his son Clinton, and all on board but two, lost. The Alice Knowles was well known along Somerset waterfront where she had been accustomed to berth between voyages at the Nail Mill wharf at the foot of School Street. Interest in the enterprise of Captain Hegarty and in the romantic aspects of his

revival of the ancient trade of whaling was strong and his success with a former vessel, the brig Sullivan, had justified him.

He set forth in his final voyage in the Alice Knowles, bought from owners in New Bedford and fitted there, on April 20, 1915; and had taken 3200 barrels of oil, worth \$45,000, when a hurricane struck him on April 3, three years later. According to the story of two Cape Verde crew members who were picked up after three days of clinging to a stove boat, the Alice Knowles careened under the force of the hurricane and foundered.

On June 6, 1936, the schooner La Forest L. Simmons, which was built in 1909 by Charles D. Luther, Simmons and a group of other Somerset men who are listed in the vessel registrations at the end of this history, towed down the river from Taunton where she had lately been owned by Joseph E. Warner, paused a few days for a coat of paint at the Crowinshield yard, and sailed away for Virginia under a new owner, Captain D. B. Wessels. She was the last commercial sailing vessel owned along the Taunton.

Until September 21, 1938, the hail storm of September 13, 1920 was Somerset's most severe storm in living memory. This struck the Village at about eleven o'clock in the morning and in a few minutes ruined all standing crops, demolished hothouses and broke more than a thousand panes of glass in the vicinity—sixty in the car barn, seventeen in the Davis Parish House, twenty-two in the Dr. Bowker residence, and in other homes in like proportion including schoolrooms where teachers and pupils were injured by flying glass. Hailstones were shovelled up to fill icechests.

The hurricane and tidal wave of 1938 cost Somerset seven lives by drowning and \$40,000 of taxable property, besides incalculable loss of household furniture and treasures, crops, shrubbery and boats and waterfront equip-

A southerly wind beginning about noon rose steadily to cyclone velocity which by late afternoon reached 120 miles an hour and drove before it up the bay and river with incredible rapidity a tidal wave at a level some

twenty feet above normal high water. Houses were floated away or smashed to kindling wood. Trees by thousands were twisted apart or uprooted. Complete darkness from cut-off power and a stinging wind full of salt spray added to the confusion.

Amid wholesale destruction of all pleasure craft two large steam vessels, the freighter New Haven and the oil tanker Phoenix were driven on Somerset shores. The New Haven, torn from the Fall River Line docks, landed on Brayton Point too high to float and was sold to wreckers who dismantled and burned it for its metal. The Phoenix, driven across the river from the Shell Company dock, drove at the Fernald Hanson house with whistle shrieking warning, veered, and went ashore on Riverside Avenue so close to the residence of Adam W. Gifford that its dragging anchor chain demolished the front porch. The stranded vessel, with its prow towering above the road, was the subject of nation-wide newsreels and pictures and was visited by thousands until a salvage company floated it successfully. The salvagers subsequently sold it into commission again.

Characterized by insurance authorities as the most costly and fatal single disaster the country has ever sustained, the hurricane visited its full fury on Somerset, with the added damage of a tidal wave driven to greater height than elsewhere by the narrowing shores of the bay.

After conducting Fourth of July programs of growing proportions for several years, the Somerset Fire Department in 1930 initiated the annual Horse Show which in the four years following grew in size and quality until it became a fixture of importance in the mind of the public and horse owners and demonstrated once more the ability of Somerset to do anything it undertakes.

The Show in its first year was staged under the leadership of a Fire Department committee with Adam W. Gifford, chairman; George R. Smith, treasurer; and William F. Lynch, secretary. This central committee was assisted by virtually every men's organization in the town, who devoted months of time to the details of preparation

and presented before a gathering of thousands of spectators from near and far a Horse Show which it seemed incredible that a volunteer organization or a town of Somerset's size could produce.

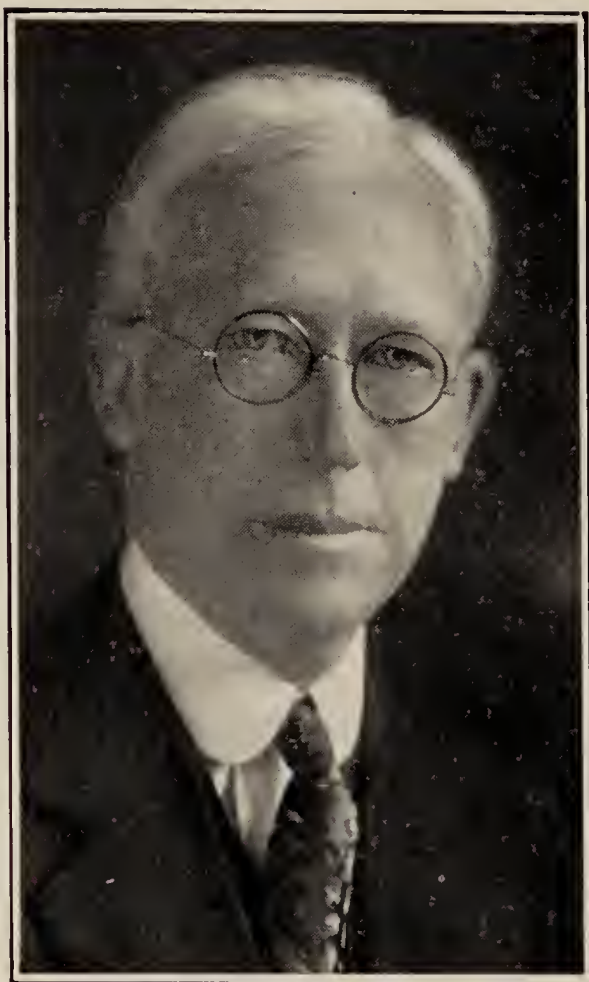
In the final show of 1935, the personnel of the committees, which totalled in all 87 members, was:

Organization: Adam W. Gifford, chairman; Harold J. Regan, treasurer; Paul E. Buffington, assistant treasurer; William F. Lynch, secretary. Executive: Fernald L. Hanson, Paul E. Buffington, W. Seymour Gray, J. William Nolan, Herbert Bridge, Arthur H. Plant. Horse Show: Daniel J. Sullivan, chairman; Rene J. Herbert, Honorary vice chairman; Preston H. Hood, vice chairman; Earl P. Chase, chairman ring committee; Harold J. Regan, treasurer; Ernest L. Peirce, secretary.

Other committees were: Program: Frederick E. Babbitt, chairman; James C. Butterworth, associate chairman. Parking: Herbert L. Hall and Jesse Correa. Concessions: Arthur H. Plant, John Cross and Earl Chase. Traffic: Edward Simmons and William J. Ashton. Tickets: Harry W. Hale, chairman; W. Seymour Gray, associate chairman; L. Boyle, James Clifton, F. R. H. Linley, E. L. Mathewson. Fireworks: Albert Berard, chairman; Arthur Emery, John Sullivan, Charles Riley. Aiding in these and other activities of preparation and administration was a general committee of fifty-five members.

In 1939, the Post Office Department approved the name of Somerset Centre to replace Pottersville as a post office address to facilitate the delivery of mail in the central section of the town by letter carriers from the Fall River post office. Growth of Somerset population to the figure required for the establishment of a central carrier office with its own building in the town is confidently expected. In the meantime, "Somerset Centre" carries the name of the town to the world while "Pottersville" remains the name of local choice and old associations.

SELECTMEN IN THE SESQUICENTENNIAL YEAR



FERNALD L. HANSON, *Chairman*



ADAM W. GIFFORD



ISRAEL T. ALMY

SOMERSET IN 1940

SOMERSET in 1940 has a population of 6216 and an assessed valuation of \$12,934,000. It has 1368 homes, 42 miles of streets and 32 miles of water mains.

Its schools number six, including the high school, with 836 pupils of elementary grade and 265 of high school grade: a total of 1101; and 47 teachers including supervisors of music, drawing and manual training. There is also a school physician, a school nurse and a free school dental clinic. Investment in school buildings and equipment is approximately \$479,500. The school budget for the present year is \$107,283.

The fire department has five pieces of apparatus consisting of three automobile pumpers and two service trucks. Two pumpers are located in a central fire station on Riverside Avenue belonging to the town, and one at Plant's garage at South Street and Riverside Avenue. The central station in addition to garage and service space has a meeting room for members of the department. The alarm system is electrically operated with a siren located on Riverside Avenue. The department has four drivers on duty at all times in shifts, and 75 volunteer members listed.

Officers of the Somerset Fire Department are: Adam W. Gifford, chief, who has served the town in that office for 30 years; Herbert C. Bridge, Arthur H. Plant, James B. Clifton, Donald R. Calder and Robert Parsons, deputy chiefs; Leroy E. Brown, captain; John F. Parsons, Ernest R. Sanborn, George D. Packard, lieutenants. Ernest E. Sanborn is clerk.

The police department has three officers: William H. Thompson, William J. Ashton and J. William Nolan; ten constables, and a chief who, in accordance with the statutes, is the chairman of the Board of Selectmen,

Fernald L. Hanson. Police quarters are located in the town office building on Wood Street. All officers are provided with patrol cars which in 1940 are being equipped with radio receivers to be operated temporarily in conjunction with the Fall River police radio system, with probably later a complete town unit. The police department is also equipped with a pulmotor located at police headquarters.

In addition to school buildings, town office building and central fire station, the town owns and operates the water pumping station and watchman's residence at the South Dighton well field, two reservoir standpipes; the water department office, formerly the Mt. Hope Iron Works office, on Main Street; G. A. R. Hall on Avon Street, Legion Hall on Roosevelt Avenue; the old town hall on County Street, which houses the W.P.A. sewing project, the town farm and buildings on Read Street, and the South Somerset Improvement Club building on Wilbur Avenue, which was the old Wilbur School.

Riverside Hall, former Pottersville fire station, is also town property and provides a public meeting hall on the ground floor and quarters recently renovated and furnished on the second floor as the Pottersville branch of the public library. The Wilbur branch library is located in the Wilbur Avenue school.

The Hood Memorial Library and D. Borden Davis memorial reading room on High Street in the Village is a completely modern building of attractive and well-lighted interior and air-conditioned heating. Its books in 1940 number 8,861 volumes.

The highway department, housed at the old engine house at the foot of School Street, owns and operates a truck, a steam roller, a tractor and four snowplows with which it consistently maintains a high reputation among surrounding towns for early and complete snow removal.

Recreational facilities, in addition to the ample playgrounds surrounding each schoolhouse, include public bathing beaches at the Village and at Somerset Centre, the Pottersville playground at the corner of Wood and County Streets, the Read Street playground, the high

school athletic field, and the Peirce's Field playground, off South Street.

The Pottersville playground, often called the Horse Show Grounds, is equipped with tennis courts, a baseball and football field, and grandstand seating 1200. The Read Street playground has tennis courts, a baseball diamond and a skating pool. Plans for baseball diamond, tennis courts and a bathing beach are in preparation for Peirce's Field, which was purchased by the town in 1940 for development as the town's central playground.

The high school athletic field, lying west of the school building, comprises separate baseball diamond and football gridiron with sloping embankments on which 1940 may see the first unit of a grandstand installed. The field plan provides also for tennis courts.

Of the five elementary school buildings, four: the Village, Pottersville, South and Wilbur, house eight grades; the West Hill school has five. Concentration of pupils for the benefits of group administration and stimulation, begun actively in 1914, was complete in 1930 when the last one-room school buildings, the Sherman and the Elm Street schools, were discontinued. The primary education system of Somerset is now housed in modern buildings, with the best and the newest in educational equipment and books and directed by a teaching staff who are universally graduates of higher educational institutions.

The high school, a building of three floors, contains seven class rooms, study hall, library, drawing and sewing room, sound-proof typewriting room, gas and electrically equipped cooking and domestic science room, cafeteria kitchen and dining room, men and women's teachers' rooms, athletic instructor's office, boys' and girls' shower and dressing rooms, visiting team's dressing and shower room, administrative office, mechanic arts room, equipped with power woodworking machinery, chemical and physical laboratory, and combination gymnasium and auditorium. The auditorium is provided with stage, scenery, stage curtains, footlights, disappearing silvered motion picture screen, fixed seating for 300 and movable seating on the

playing and dance floor for 350 more; and a complete equipment of entrances, coatrooms and public rooms independent of the school.

The building is heated by the vacuum steam system and equipped with intercommunicating telephone and loud-speaker systems, and electric signal clock. An electric clock on the front pediment of the building, presented to the town by William S. Hathaway in memory of his father Ira A. Hathaway, is self-regulating and lighted during hours of darkness by automatic switch control.

The school system is in charge of a school board of three members elected for three years; and administered by a superintendent of schools who since 1922 has been H. Freeman Bates. Superintendent Bates' years of administration have seen the Somerset school system's greatest era of growth in plant, equipment and method.

The town officers of Somerset in its sesquicentennial year are:

Selectmen: Fernald L. Hanson, chairman; Adam W. Gifford, Israel T. Almy.

Assessors: Daniel P. Shove, chairman; C. Seward Simmons, Paul E. Buffington.

Town Clerk and Treasurer: Harold J. Regan.

Tax Collector: Frederick S. Clarner.

Auditor: Lloyd A. Davis.

School Committee: Preston H. Hood, Charles P. King, Annie D. Gardner.

Finance Committee: Edward Synan, chairman; Cornelius D. Sullivan, secretary; Ernest E. Bence, William Parsons, Louis P. Gamache, Harrison W. George, Frederick L. Barlow, Joseph F. Foley, W. Seymour Gray.

Moderator: William F. Lynch.

Superintendent of Schools: H. Freeman Bates.

Superintendent of Streets: Charles Riley.

Sealer of Standards: Daniel J. Sullivan.

Inspector of Animals: Edward J. Welch.

Inspector of Slaughtering: John J. Reagan.

Board of Registrars: Harold J. Regan, clerk, Edward M. Synan, Jesse Correa, Albert J. Berard.

Trustees of Public Library: Preston H. Hood, chairman; Annie T. Costello, Jennie A. Sprague, Patrick McMahon, Clara E. Padlford, Alice Abbe Smith.

Water Commissioners: Charles H. Tompkins, chairman; Francis J. McCarty, Albert E. Brown.

Playground and Recreation Commissioners: John Cross, Sr., Francis X. Lynch, Harold Blackledge, James J. Harrington, Jr., William B. Clifton.

The present year marks the twenty-seventh consecutive year of service to the town by Fernald L. Hanson and Adam W. Gifford as selectmen, Mr. Hanson having also served two one-year terms on the school committee previous to his first year as selectman. These terms of twenty-seven years cover more than one-sixth the total years since Somerset was incorporated, a period identical with Somerset's Golden Age of growth as a modern town.

Second in present term of service to the town is Daniel P. Shove as assessor, who was elected to that office first in 1921, and has been continuously reelected since that time, a total of nineteen years.

Frederick S. Clarner, tax collector for the twelve years since 1928, had a previous term of three years as selectman, and three one-year terms on the school board, giving him a total of eighteen years.

Harold J. Regan, in the fourteenth year of service as town clerk and treasurer since his first election in 1927, is in the tradition not only Somerset's modern stability of town government, but of the town's history throughout its one hundred and fifty years. He is the seventh town clerk to serve the town for ten years or more, and only the seventeenth to hold the office in a century and a half. The list of Somerset's town clerks is a roster of names distinguished in its history. They have been:

Jonathan Bowers, 1790-1814; Nathan Weaver, 1814-1815; James Peirce 1815-1816; Clark Purington, 1816-1817; Nathan Weaver, 1817-1823; Wheaton Luther, 1823-1828; Asa Peirce, 1828-1831; Wheaton Luther, 1831-1832; Samuel Gibbs, 1832-1833; John D. Cartwright, 1833-1861;

Leonard C. Pierce, 1861-1865; Elbridge G. Paull, 1865-resigned; Jonathan B. Slade, 1865-1869; John D. Cartwright, 1869-1871 (thirty years in all); John G. Tinkham, 1871-1875; Chester R. Field, 1875-1888; Elisha Slade, Jr., 1888-1899; D. Borden Davis, 1899-1914; G. Walter Simmons, 1914-1927; Harold J. Regan, 1927—.

The high record for service to the town throughout its history appears to belong to Charles Riley, now superintendent of streets, who was appointed tree warden in 1903 and in the present year completes thirty-seven consecutive years in that and his later highway department positions.

Somerset in 1940 looks back 319 years to the coming of the first White man in its territory; 263 years to the Purchase, and 260 to its first settler; 150 years to its incorporation. And it looks ahead. Three eras in its history have been praised as its "great days." Statistics and a glance over its New England community of hillside and shore testify that the present is the best era of all. An even greater future seems assured on the foundations of so great a past and so continuing a vigor.

THE CHURCHES

SOUTH SOMERSET METHODIST EPISCOPAL

IN its issue of the first week of April, 1889, the Fall River Record published a Somerset story which is worth preserving for its editorial frankness as well as an example of the leisurely and informative journalism of the times:—

“We prepared an article for last week’s Record in regard to the destruction by fire of the M. E. Church, in South Somerset, but the copy became mislaid and did not appear,” the editor confesses with apparent faith that readers will know how things go in weekly newspaper offices. And he continues with sympathy and good cheer:

“While the fire is much to be regretted—as is the case with most such disasters—the church people have the consolation to know that, in putting up another edifice, they can accomodate themselves with conveniences they have long felt the need of. The building just burned was erected forty years ago. Its predecessor was built in 1804. John Brayton, of South Somerset, and Caleb Chase, of Swansea, living in Two-Mile Purchase, were mainly instrumental in putting up the first building, furnishing most of the timber. The material was mostly hauled to the locality by Joseph Gray. We are ignorant of the name of the designer and builder.

“In the early history of the old meeting-house, people came from long distances to attend the services. There was much sociability and hospitality in those times, and friends coming from Rehoboth, Seekonk, North Swansea, Somerset Village and other places, were in the habit of attending the morning meeting and dining with acquaintances, and then going to church in the afternoon and returning home in the evening.

“The meetings were generally largely attended. Some of the most widely known clergymen in the country have been heard from that ancient pulpit. Bishop Francis Asbury once preached in the old place of worship. He was the first bishop of the Methodist Episcopal church in America. The noted Lorenzo Dow conducted services there at two different times. The church was crowded on both occasions. The first time he preached the gallery, which was large and closely packed, settled, causing great commotion among the congregation, and a general stampede for the doors and windows, and Dow finished his sermon in the open air, speaking from a horse-block in the yard.

“At this meeting a woman, excited by curiosity, put her head through a window pane, but no occurrence, however exciting, ever disturbed the equilibrium of this eccentric man. He simply said: “Woman, what are you breaking that window for?” Mr. Dow was peculiar in appearance as well as eccentric in manners. He had a dark complexion, his beard completely covered his face, and must have been nearly or quite a foot in length. He had a sharp, penetrating voice, and he abounded in expletives.

“John Brayton, a man widely known three quarters of a century ago, was a leading member of the old church. When Dr. Artemus Stebbins, thinking perhaps that prayer is the essence of worship, required the communicants to be engaged in this form of inspiration about all their leisure time, and Mr. Brayton and others demurred to be the instruments to carry out this requirement fully, he and other prominent members were put under very severe discipline. This circumstance for a time checked the growth and prosperity of the organization. The late Job and Peleg S. Gardner were also prominent members of the church. Mrs. Mary B. Young, of Fall River, had always entertained a friendly interest in the society.

“In those days people generally worked hard, and often deprived themselves of sufficient sleep; and we have been told by a person whose memory goes back more

than seventy years, that on one occasion, out of an attendance of twenty-five, fifteen of the number were apparently sound asleep.

"We are very glad to hear that the Rev. Mr. Rood, who has been officiating for the past two years in the church just burned, and who had concluded to seek a new field of labor, has consented to remain another year. He is much liked by members of the society. Services will be held in the schoolhouse opposite the site of the church for a time."

The building destroyed by this fire of March 30, 1889 had served the congregation just forty years, having been dedicated in 1849. In 1859 it had been altered and improved and a parsonage added. Altered once more, in 1870, it had just been reopened when lightning struck and damaged it to the extent of \$500.

The editor's hope that it would soon be replaced was realized, for the following year the present edifice was finished, dedicated and the balance of its building cost, over and above large donations by Mrs. Mary B. Young and John S. Brayton, grandchildren of the John Brayton who had been its first member after founding, subscribed at the dedication meeting. John S. Brayton delivered at the dedication one of his historical addresses in which he preserved for future times a large accumulation of early local history.

The South Somerset Methodist Episcopal Church was organized only eighteen years after the election of the first Methodist bishop in America. This was the Bishop Asbury who preached at the South Somerset Church, and the pioneer character of this church can be judged from the fact that Francis Asbury was the missionary appointed in 1771, by the church in England, to come to America and spread Methodism.

The South Somerset M. E. church was the first church of its denomination for a great distance around. The building built in 1804 was a year older than the town charter of Fall River, which was granted in 1805. Fall River, then named Troy, had but eighteen families within

its bounds. The State of Massachusetts had been under constitutional government only fourteen years.

The pioneers in this pioneer church were Captain James Sherman, of Revolutionary fame, Nathaniel Lewin, Dianna Lewin, Sarah Lewin, Jemima Lewin, Gardner Anthony and Israel Anthony. They met at the home, on the Point, of John Wilbur. Here on March 2, 1802, the church was first organized under preaching first by Joseph Snelling and then by Rev. John Finnegan, a fiery and eccentric Irishman who had been preaching Methodism in this country eleven years, the last seven as an ordained minister.

Other pioneer members were Edward Mason, Mahala Anthony Mason, Captain Preserved Read, Persis Anthony, Hezekiah Anthony, Sally Bowers, Mrs. Sarah Ann Cook, Job Gardner, Peleg S. Gardner, Mrs. Mary G. Gardner, Mrs. Susan B. Gibbs, Charles W. Anthony, Arthur G. Weaver, William G. Pearse, Daniel Wilbur, Sr., and Daniel Wilbur, Jr.

The land for the site of the church erected in 1804 was given by Captain William Read. The building was about forty feet square, two stories in height, with a projecting vestibule. The description is from John S. Brayton's 1889 dedicatory address. There were forty pews on the first floor. These pews were straight-backed, made of hard wood, paneled, of natural color and without paint. There was a gallery, occupying two sides and the front of the audience room; and a very high pulpit, the floor of which was several feet above the level of the heads of the audience.

Many of the worshippers were accustomed in winter to bring with them footstoves, which were filled with live coals of fire, and served to keep their feet warm during the services. The heating of a church by stoves was then considered an unchristian luxury, although a stove was installed at a later period.

There was no means of lighting the church. When meetings were held in the evening each family of the congregation would be represented by a tallow candle, held in a brass candlestick which they brought with them from their homes. All evening meetings were announced to commence "at early candle light."

No musical instruments were used in the original church. The services were conducted much of the time without any choir, the minister leading the congregation in the singing.

In 1825, the South Somerset M. E. Church began a mission in Troy, the later Fall River, sending its ministers to preach with such success that in 1827 a separate parish was formed there. To this new Fall River parish was assigned Reverend Edward T. Taylor, later famous as the Father Taylor of the Boston Seamen's Bethel and the much admired friend of Ralph Waldo Emerson. All other Methodist churches on both sides of the Taunton are virtually the offspring of this mother church in Somerset.

For many years the ordinance of baptism was administered in this church only by immersion and public baptisms were held either at Slade's Ferry or at the public landing on Lee's River. Baptism by sprinkling finally became optional, and then by choice universal, the last immersions taking place at Lee's River landing in October of 1878.

The church built after the 1889 fire was dedicated on December 5, 1889, together with the bell and clock presented by descendants in memory of John Brayton.

On Sunday, March 13, 1927, the South Somerset Methodist Episcopal Church celebrated its 125th anniversary with a program participated in by many of its previous pastors and Bishop John W. Hamilton of Washington: and a pageant of fifteen episodes prepared by Mrs. Albert B. Almy, Israel T. Almy, Amy R. Weeden, Martha E. Griffiths and Fred S. Clarner.

Ministers of the church from its beginning to the present time have been:

Joseph Snelling, 1800; John Finnegan and David Fiddler, 1801; Reuben Hubbard, Caleb Morris, Alexander Cobb, 1802; Alexander McLane, 1803-1804; Joseph Snelling, 1805-1806; Joshua Crowell, 1807; Levi Walker, 1808-1809; John Lindsey, 1810; Thomas Asbury, 1811; Artemas Stebbins, 1812-1813; Edward Hyde and William Marsh, 1814; Benjamin R. Hoyt and J. Walker 1815; Richard Emery, 1816; Nathan Paine, 1817; Isaac Jennison and E. Streeter, 1818; Isaac Bonney, 1819, Thomas W. Tucker, 1820-1821; Benjamin Hazleton, 1822-1823; Ebenezer Blake, 1824; Heman Perry, 1825; Charles Virgin and N. B. Spaulding, 1826; David Culver, 1827-1828; N. S. Spaulding and Robert Gould, 1829; Nathan Pane and H. Walker, 1830; F. Dane and H. Walden, 1831; Warren Emerson and J. B. Baldwin 1832; James Bicknell, 1833; none, 1834-1835; Isaac Bonney and LeRoy Sunderland, 1836-1837; S. W. Wilson and Wareham Campbell, 1838; J. T. Sturtevant, 1839; William B. Simmons, 1840; George Carpenter, 1841; Levi Daggett, Jr., 1842; Ezekiel W. Stickney, 1843; Micah J. Talbot, 1844; Benjamin L. Sayer, 1845; John W. Case 1846; John E. Gifford, 1847; none, 1848; Edward B. Hinkley, 1849; James M. Worcester, 1850; Lawton Cady, 1851-1852; J. N. Collier, 1855; John Livesey, 1856; Varnum A. Cooper, 1857-1858; C. Collard Adams, 1859; Joseph Baker, 1860-1861; Henry H. Smith, 1862-1864; William Penn Hyde, 1865-1867; Edward L. Hyde, 1868-1870; C. S. Morse, 1871-1872; George H. Lamson, 1873-1875; George W. Wright, 1876-1877; S. Hamilton Day, 1878; E. Tirrell, 1879-1881; John Livesey, 1882-1884; William I. Ward, 1885; John A. Rood, 1886-1889; Orville A. Farley, 1890-1891; Louis M. Flocken, 1892-1895; Ernest W. Eldridge, 1896-1898; J. Elbert Thomas, 1899-1902; Henry Hutchinson, 1903; John Thompson, 1904-1905; Jacob Betts, 1906-1908; William H. Worrall, 1909-1913; Harry Evaul, 1914-1916; Ambler Garnett, 1917; Horace B. Patten, 1918; William H. Worrall, 1919; John N. Patterson, 1920-1921; Ferdinand Batholomew, 1921; Joseph J. Timperley, Jr., 1922—to the present time.

THE FIRST CHRISTIAN CHURCH

THE First Christian Church will observe its one hundredth anniversary in 1941. When the society was founded in 1841 houses were few and far between. From time to time ministers from surrounding towns visited the district and held services either in private dwellings or in the old town hall on County Street.

Among the clergymen who visited the town and held services were: Elders Macomber, F. P. Snow, Israel Wood and Luther and George Kilton. The nucleus of the Sunday School library was a few books donated by Elder Kilton, who, it is said, brought them in a red bandana handkerchief. Elder Kilton was pastor of a church in Rehoboth and organized a Sunday School.

As a result of these early meetings the idea of a permanent organization took root, and it was desired to hold meetings more regularly. Consequently a small company, led by Leonard Chace and Samuel Purington constituted themselves a "Christian Band." The exact date of its founding is not known, but it was believed to be some time in 1838. The articles in their bond of agreement were:

"We, as brethren and Christian friends, entertaining a hope that we have passed from death into life and found peace and forgiveness in obeying and believing the truth as it is in Jesus our Lord; and desiring to unite ourselves as a band of brothers for our mutual improvement in the divine life and spiritual enjoyment in the service of the Lord and also for the spread of the Redeemer's Kingdom in the world:

"We, therefore, agree to unite with each other in the capacity of a band of brothers in the Lord. We also humbly promise to associate and walk together in the fear of the Lord and endeavor to be co-workers with him as dear brethren, to watch over each other for good and for edification in righteousness and to be helpers of each other's joy and will strive to do and to keep the commandments of our Lord, according to our understanding of the New Testament and further, we will endeavor to sustain religious meetings

in improving our gifts, in exhortation, prayer and praise and in waiting upon the Lord, that we may renew our strength and will and give of our property according to the several abilities which God hath given us:

“And when the will of God and our duty seem to direct will seek to be organized into a Church according to the word of God.”

This paper was signed by thirty people who as the “Christian Band” laid the foundation of the present church.

No action was taken towards building a church until 1840, but the Christians of the community, feeling for some time the need of a suitable building for holding services, took the first steps towards securing such a building in October 1840. Samuel Purington drew up a subscription paper and started out with the understanding that the church would be built, providing the sum of \$1200 be subscribed. Nearly the whole sum was pledged the first day.

Meetings of the subscribers were held in the town hall and shortly after, a committee was appointed to visit surrounding towns and inspect church dwellings with a view to finding a model for the local building. After a careful survey of several, the Christian Church at Swansea was selected as filling the requirements. Samuel Purington gave the land on which the building stands and in November 1840 work on the church was begun. In May, 1841, it was ready for dedication. There is no picture or plan of the building, the only record of how it may have looked is in a sampler worked by Eunice Purington, showing the front of the church as it was when first built. It was a plain little structure thirty-four by forty-two feet and, as was customary, in rural districts, had a long row of sheds to accommodate the carriages, as many of the members drove many miles to attend the services. There was no steeple nor vestibule in the original structure, and part of where the organ now stands has been added since. There were two doors at the front with two entries and the old fashioned high pulpit was at the west end. The basement was left unfinished.

The building being completed and ready for dedication and the members of the Christian Band anxious to organize as a Christian Church, the double ceremony took place on May 26, 1841. The sermon was preached by Rev. James Taylor and the right hand of fellowship was given by Elder E. Edmunds.

The charter members were: Samuel Purington, Leonard Chace, Asa Pierce, David Pierce, John Pierce, Dexter H. Purington, Samuel S. Purington, Marcus P. Chace, Samuel C. Purington, George R. Bennett, James Pierce, James B. Wilbur, David B. Purington, George Purington, 2nd., Moses Chace, Eunice Purington, Polly Chace, Nancy Pierce, Lydia Chace, Mercy Slade, Harriet Gibbs, Betsy R. Slade, Persis Chace, Eunice W. Chace, Sarah B. Chace, Eliza A. Purington, Amy Ann Grant and Harriet Bowers.

Daniel R. Purington was for over fifty-three years clerk of the church and kept a very clear record of its meetings. The church has had 26 pastors:

William Shurtleff, 1841-1843; Hezekiah Burnham, 1843-1844; J. J. Thatcher, 1844-1846; Charles Bryant, 1846-1849; R. B. Eldridge Jr., 1849-1850; Frederick Plummer, 1851-1852; B. F. Summerbell, 1853-1856; George H. Eldridge, 1857-1859; Aaron Porter, 1860-1861. There was an interval of two years when the pulpit was supplied by various clergymen, as it was a time when conditions were upset owing to the outbreak of the Civil War, but in 1864 M. B. Scribner was called as pastor until 1866. Then John H. Haley served from 1866 to 1869.

C. A. Tillinghast served from 1870-1879, the second longest pastorate in the history of the church; Z. A. Piste, 1879-1881; R. A. Allen, 1882-1883; A. M. Letts, 1884-1888; J. H. Howard, 1889-1892; J. E. Everingham, 1892-1894; E. A. Phillips, 1894-1898; E. J. Boardman, 1899-1900; William Miller, 1900-1901; J. W. Leonard, 1901-1904; L. E. Coffin, 1904-1906; S. G. Palmer, 1906-1910; H. G. Rothwell, 1910-1912; Jesse Kaufman, 1912-1914; John A. Dillon, 1914-1915; John Kaufman, 1915-1917; Frank H. Gardner, 1917-1938, the longest pastorate in the history of the church, and Lawrence M. Hatlestad, 1938—.

Following the organization of the society the membership increased in the next two years until there were over one hundred members enrolled. The church building as first constructed was a modest building, but as the need grew a vestry was finished in 1855 and the following year a parsonage was built. This was at first a one story cottage.

In 1872, the singer's gallery and the two entries were taken out of the church with the old fashioned high pulpit and the present vestibule was built with the towering steeple and an addition put on the west end to accommodate the organ and choir. The present organ was purchased in 1881. In 1892, the parsonage was made into a two story building. At the celebration of the fiftieth anniversary in 1891 the bell was rung for the first time. Stained glass windows had been added, and a great chandelier with its lamps was considered a thing of beauty at the time though discarded at last for electric lights. At the Fiftieth Anniversary, celebrated in May, 1891, several of the original members of the church were present and six members of the choir of 1841 provided the old time music. There were five singers: Mrs. Juline Pettee, age 71; Mrs. Clarissa Slade, age 64; Samuel G. Purington, age 69; Charles G. Purington, age 71; and James Wilbur, age 70, who with George S. Purington, age 74, who played on his ancient bass viol for the first time in thirty-five years, made up the original six. They were assisted by Ira A. Hathaway on the violin.

One of the features of the exercises was the reading of the roll call by Daniel R. Purington, 81 years of age, who had been secretary of the church for fifty years.

In 1911, the church was duly incorporated under the laws of the Commonwealth of Massachusetts. The first meeting of the incorporated church was held September 28, 1911. George W. Rice, Warren H. Sanford, William E. Phillips, Eva J. Hathaway, Laura S. Thurston, Florence Sanborn, Mary E. Wood, Flora B. Wood, and Clifford Grime were present at this first meeting. A set of By Laws was adopted. Warren H. Sanford was elected president; Adam W. Gifford, treasurer; Mrs. Warren H. Sanford, financial secretary; Clifford B. Grime, clerk; George W. Rice, Warren H. San-

ford, Adam W. Gifford, William A. Hathaway and Guy V. H. Slade, Standing Committee.

After Rev. Frank H. Gardner became pastor in 1917 at the period of the World War, a steady increase in membership and interest is recorded. In 1924 the Sunday School room was enlarged and the interior of the church was painted. Over \$3,000 was spent, part of which was a mortgage of \$1,200 on the parsonage. This mortgage was gradually reduced until the final payment of \$250 was made in 1940.

In 1929, the Christian denomination merged with the Congregational body as the result of meetings held at Seattle and Piqua. In 1930, Rev. Gardner, president of the Rhode Island and Massachusetts Christian Conference, was elected moderator of the combined ministerial associations of the Taunton district. In 1933, the local church voted to join with the Congregationals. In 1935, the name of the church was changed to the Congregational Christian Church of Somerset.

Extensive repairs to the exterior of the church and parsonage were made in 1935 under the direction of Rev. Gardner.

In May 1938, Rev. Gardner, after serving the church most faithfully for over twenty years, voluntarily resigned. At that time the church had 180 resident and 54 non-resident members. Mrs. Gardner served as organist during Rev. Gardner's pastorate.

After a six months period of supply pastors, Rev. Lawrence M. Hatlestad of Winthrop was called as minister, in 1939. On February 6 a fire of unknown origin damaged the interior of the church. The insurance money proved ample to renovate the auditorium. The membership now consists of 191 resident and 59 non-resident.

ST. PATRICK'S ROMAN CATHOLIC

ST. PATRICK'S Church began, like virtually every other church in Somerset, with meetings in Somerset homes. When not attending the then distant Fall River

churches of, first, St. John the Baptist which later became St. Mary's, and Sacred Heart, Fall River's second parish, local Catholics met in one of several homes until by 1873 the attendants at services had become numerous enough to move to Central Hall.

In that year, the town was transferred to a newly formed Fall River parish of St. Joseph's, with Reverend William Bric, pastor, and Reverend Edward E. Norbert assistant.

Father Bric began at once to plan a church building in Somerset. Oliver W. Washburn, manager of the Parker Mills, the later Mt. Hope Iron Works, donated the site on South Street, members of the parish contributed their labor on cellar and foundation, and in November, 1873, the building was dedicated to the honor of St. Patrick as a mission of St. Joseph's.

In 1877, Somerset and Warren were joined as a parish under Father Norbert who chose Somerset as his home, he thus becoming Somerset's first resident priest and remaining here until 1883 when he moved to Warren where he died later in the destruction of his house by fire.

Reverend James Masterson was promoted in that year from curate at Fall River's Sacred Heart Church, to which he had come from ordination in Paris, to pastor of St. Patrick's.

The parish to which Father Masterson came in 1883 numbered 800. Big in body and energy as he was in heart, this pastor set vigorously to the attractive tasks of his new charge. He purchased, laid out and cleared St. Patrick's cemetery, bought the site of the present rectory, organized the church's first choir, and began Sunday afternoon vespers.

After a fifteen years' pastorate Father Masterson retired, to be succeeded by Reverend David F. Sheedy, a native of Fall River. Father Sheedy built the present rectory adjacent to the church and later saw the parish through the period of distress which followed the closing down of the Iron Works in 1905, organizing in addition to a Men's

Catholic Club a Ladies' Aid Society which labored early and late to provide revenues for the parish.

During Father Sheedy's pastorate, Mrs. William Synan organized Sunday School classes for Pottersville children which grew in such volume that they were held in Town Hall. His pastorate extended from 1899 to 1910.

Rev. George F. Maguire, who succeeded Father Sheedy, marked the five years of his pastorate, 1910 to 1915, with the complete renovation of the church, the installation of electric lighting, and the freeing of the church from debt. The flooding of the church interior with electric light, which first came to Somerset in 1910, was not more thrilling than the entertainment offered at parish lawn parties in those years when, for a consideration, one might ride in that strange new vehicle an automobile.

Father Maguire was a gifted speaker whose oratory was in much demand for all town events, and his public lectures drew large audiences. The parish in his time included a part of Swansea and services were held in a building in Barneyville donated by the Barney family for the purpose.

Reverend James W. Conlin, who succeeded Father Maguire upon his transfer to Dighton's Immaculate Conception parish, remained for the three years from 1915 to 1918 during which period it fell to his lot to see Somerset's contingent off to the World War.

He was succeeded by Reverend William Sullivan whose popularity was enhanced by the parish's recollection that he had been in his Fall River high school days one of the best baseball pitchers in this region.

Like Father Maguire, a gifted speaker, and like Father Masterson a builder, he was active in civic affairs, and improved the church building, adding a new tower. His long pastorate of twelve years was marked towards its end by a patient struggle with a long illness which ended with his death in 1930.

The Chapel of St. Thomas More, on County Street, Somerset's newest church building, was planned during the

tenure of St. Patrick's next pastor, Reverend Thomas P. Doherty, whose pastorate extended from 1930 to 1938.

Father Doherty marked his pastorate with improvements on all the church's property: the renovation of the rectory, the beautification of the cemetery with walks, retaining wall and establishment of perpetual care, and plans for the renovation of the church which were completed in his successor's time.

The site of the chapel of St. Thomas Moore had been in the possession of the Diocese of Fall River for some years when its construction was begun in 1937. The first mass in the new church was said on the first Sunday of May, 1938 following and the dedication by Most Reverend James E. Cassidy, D. D., Bishop of Fall River, took place on May 22.

In the meantime Father Doherty had received a new parish in New Bedford and Reverend Felix S. Childs, as pastor of St. Patrick's and Reverend James A. Dury as assistant had arrived in January for the charges they now hold. Along with the building of the chapel the parish proceeded with the beautification of the interior of the church on South Street, the installation of a bell in the church tower and the exterior renovation of the building.

In 1940, the grounds of the chapel were landscaped, the Luther Avenue front of the site walled, and a life-sized statue of St. Thomas More erected at the head of the slope leading from the chapel to County Street.

The communicants of St. Patrick's number 1500 and the attendance at the church and its chapel is about 1000 weekly.

FEDERATED CHURCH

ON MARCH 4, 1912, the Baptist, Methodist and Congregational churches of the Village held conference to consider amalgamation into a Federated Church.

The committees appointed to represent the churches at the meeting which formulated the federation were:

Baptist Church: Deacons Frank A. Shurtleff and Thomas A. Francis, and Mrs. Alfred H. Hood; Baptist Society: Alfred H. Hood and Alfred Tallman.

Methodist Episcopal Church: Samuel F. Staples, Calvin Dunham and Elizabeth Harding; Methodist Society: Mrs. Irene Peirce and Mrs. Walter Simmons.

Congregational Church: Deacons Frank A. Morrill and William Babbitt, and Mrs. Mary Bartlett; Congregational Society: Simon Moulton and Captain Cornelius A. Davis.

Baptist and Congregational churches merged at once. The Methodist Church continued independently until 1922 when with membership reduced to fifteen it finally joined the other two.

For its meetinghouse the Federated church chose the Baptist building on High Street, a commodious structure to which a spire and a clock of four faces had been added in 1872. This steeple and clock were blown off the building in the hurricane of September 21, 1938.

The Congregational Church building was retained as a part of the new church plant and was the following year remodeled as the Joseph F. Davis Parish House with funds provided for the purpose by Mrs. Davis in memory of her husband.

Under the agreement of federation, the societies of the original churches were left free to participate individually in the conferences and missionary activities of their respective denominations and to administer their funds and legacies according to their own judgment provided that the income therefrom be used for the support of the Federated Church.

This permitted the Methodist Episcopal building to be retained by that society, when it finally merged in 1922, and it was not disposed of until 1927, when it was sold to Somerset purchasers who adapted it as an amusement hall. The proceeds of the sale were turned in to the Federated treasury. The building was used by its purchasers for about

two years, served for a period as a temporary school building, and was finally, after years of vacancy, torn down in 1939.

Before the sale of the building, the church organ, a fine instrument, had been sold to the Seventh Day Adventist Church of Providence; the communion set presented to the Pinehurst, Massachusetts, Community Church, and the hymn books to the South Dighton Methodist Episcopal Church.

The Baptist Church, oldest of the component congregations of the Federated Church, was the first church in the Village. It began as a congregation in 1796, when Nathaniel Lyons, a mechanic with the trade of cardmaking, came to reside in Somerset. At evening gatherings in his home he taught religious principles and occasionally invited a minister to lead the meetings. In 1803, when those regularly attending this meeting had come to number twenty, they organized as a Baptist church and erected a building begun and finished in 1804.

Similar circumstances marked the beginning of the Methodist church, which originated in meetings held in 1841 by Byron Morse, afterwards ordained, in a sail loft at the head of Elisha Burgess' wharf. Out of these meetings grew the "Somerset Religious and Humane Society:" the name the church first adopted.

Following its organization, the Society in accordance with the law of the time sent to Wheaton Luther, justice of the peace, a request to the effect that:

"We, the undersigned subscribers to the stock for the purchase of a lot of land and the building of a meeting house thereon for the use of the Methodist Episcopal Church request that you issue a warrant directed to some one of the said subscribers authorizing him to call a meeting of said subscribers to choose a moderator, clerk, treasurer, trustees, board of assessors; to adopt a constitution and by-laws and transact other business concerning purchase of lot and the building of a house thereon."

The petition was signed by Edward Slade, William B. Pettis, John Carmichael, Baylies Davis, Darling Marble, George Marble and Elisha Burgess. The meeting was held in

the Burgess sail loft on April 22, 1842, with Wheaton Luther presiding. In addition to the petitioners, other subscribers to the stock were Daniel Simmons, Thomas Evans, Bradford Marble, David Davis, Enoch T. Bowers, Daniel Brayton Eddy, John A. Burgess, John G. Wright, Jared Shurtleff, Horatio N. Eddy, Francis E. Cushing, William Baxter and Eleazer Simmons. The new building was dedicated in November of the same year.

In 1860, twenty-one members of the Methodist church withdrew to form the Congregational Church, forming in 1861, a congregation which met in Central Hall until 1865, when it built its own church building on School Street. The secession was one of those disagreements with regard to church policies which accounted for division of many original churches in the early and middle part of the Nineteenth century. The hope appears to have been that a new Methodist church could be formed. In this the higher church authorities would not agree and finally at a conference of Congregational pastors from Taunton, Berkley, Dighton, Assonet, Raynham, Rehoboth and Fall River the formation of the First Congregational Church of Somerset was approved. This meeting took place in Central Hall on July 3, 1861 and marks the official date of the church's establishment.

The ministers serving the Baptist Church from the time of its organization until it united in the Federated Church began with William Barton, an original member of the church, who preached as deacon and elder for six months and was regularly ordained its minister in 1806. He was followed in 1809 by Bela Jacobs, another original member of the church, who remained for two years. A period of struggle for existence now followed, until at the end of five years seemingly unsurmountable difficulties were solved by the return of the original pastor William Barton, who gave two years to restoring its prosperity.

Five years without a regular minister followed and then Elisha Slade came to its rescue, to begin a service to the church which lasted twenty years, and left its imprint equally upon the church and the town. He was appointed

preacher in 1823, two years after he had married and bought the homestead of the Village Slade's on Main Street. He was teaching in the town's schools, farming his land on what is now the Village School playground, and plying the trade of cobbler between times. He now took on the task of reviving the Baptist Church, of which he was a member, as its first two preachers had been.

For seven years he preached without pay, and because the thirty women and four men of the church were hard put to it to keep the church going, served also as janitor and fireman. In 1830, he was ordained and was now teacher, preacher, cobbler and farmer as well as the father of a growing family. The next move of this indomitable man was to provide a site near his home for the building of a small chapel, to save heating costs in winter, which he helped to build. This was dedicated on June 30, 1830, and remained in use for several years and was then converted into a dwelling, now gone.

He preached for thirteen years more, converting many and building up his church's membership and prosperity without relaxing any of his other vocations to which he added in his later years the position of Somerset postmaster. He died in 1860 leaving three daughters and three sons: Malcolm, who enlisted the next year in the Union Army; Albion K., who became principal of the Fall River High School; and Elisha, Jr., who was town clerk from 1888 to 1899.

All trees on the Village Grammar School lot, except one, are trees raised by Elisha Slade, Jr., from seeds of a maple planted by his father near the homestead. The exception is a tree planted by request of Mrs. Albert Padel-ford in memory of her husband. The trees were moved from their original position near the homestead to their present location by the town. The tree on the corner of School and High Street was planted by Deacon Nathan Davis when he was the town's tree warden.

The list of Baptist Church ministers since his time, many of them worthy more mention than this volume can find space for, is:

Benjamin C. Grafton, 1843; E. K. Fuller, 1846; Charles Randall, 1849; J. C. Merrill, 1852; Samuel J. Carr, 1856; George Daland, 1861; T. C. Tingley, 1863; L. L. Fitts, 1869; T. M. Butler, 1874; Gideon Cole, 1876; William Pease, 1885; Daniel L. Crofts, 1886; Albert D. Spaulding, 1889; J. R. Verry, 1893; Schyler Foster, 1903-1907; Edward A. Krumreig, 1907-1912.

Annual transfer of pastors according to the strict practice of the early Methodist church policy constituted a large part of the grievance of the members who seceded from that church in 1861. Until 1904, few pastors served for more than a year. Beginning in 1842, therefore, the ministers of the Methodist Episcopal church came and went in annual succession, with the exceptions noted:

Byron Morse, Levi Daggett, E. W. Stickney, Israel Washburn, John W. Chace, Nathan Paine, 1847-1848; Charles Hammond, Father Filmore, O. Huse; E. H. Hatfield, 1852-1853; W. H. Richards, John Livesey; Franklin Gavin, 1856-1857; James MacReading and C. H. Payne six months each, E. A. Lyon; C. M. Alvord, 1860; William T. Worth, 1862-1863; C. S. Sanford, R. K. Bosworth, George L. Westgate, Samuel J. Carroll, Micah J. Talbot, H. H. Smith; James H. Nutting, 1870-1871; O. H. Fernald, 1872-1874; Samuel M. Beale, E. M. Dunham, 1876-1877; Charles E. Walker, 1878-1879; George H. Bates, 1880-1881; J. D. King, 1882-1883; James Tregakis, 1884-1886; J. N. Patterson, 1887-1888; Frederick Corson, Albert Cameron, L. H. Massey, R. J. Floody; W. F. Taylor, 1892-1896; Foster C. Anderson; John W. H. Miller, 1888-1899; F. A. McCarty, Everett T. Whitefield; Charles M. Hartshorn, 1902-1903; E. W. Goodier; John Pearce, 1906-1910; L. Spangy, W. E. Handy, J. Caleb Justice, Norman McCay, 1915; H. L. Patten, 1918; Edward F. Rees, 1919; E. McP. Adams, 1921.

Circumstances attendant upon changes of church and affiliation led the Congregational Church to follow for a considerable time the practice of having weekend preachers

rather than resident pastors for their leadership, so that complete list of its ministers is impracticable. They began with Charles Lothrop for a year and a half, followed by Nathaniel Richardson for two years, and he by William H. Bessom. In 1865, Nelson W. Clark came to the church as a resident, remaining for six years. He was followed by Leander S. Coan, E. J. Giddings, W. N. T. Dean, John Dodge and others. In 1877, Joseph C. Halliday became resident minister and remained for many years.

Following this extended pastorate the final succession of ministers was: Richard Wickett, Robert M. Peacock, William E. Morse, Thomas F. Norris, James Anderson, Ina Partington, and finally James G. Merrill, who assented to the Federation.

Pastors of the Federated Church have been: George Kierstead, 1912; Charles H. Wheeler, 1912-1914; Benjamin D. Scott, 1914-1916; Benjamin Riner, 1917-1918; Arthur Eastman, 1919-1920; Edward Mason, 1921-1923; Arthur H. Wilde, 1924-1928; Anderson Brown, 1928-1929; Albert V. House, 1930-1937; William E. Austill, 1937—.

Reverend Edward A. Krumreig, pastor of the Baptist Church from 1907 to 1912, prompted his church to extend the hand of fellowship to the town's Portuguese of Protestant faith, and they joined in sufficient numbers to form, in a few years, the Portuguese Baptist Church which built its own building on Elm Street under the leadership of the Simon family. The congregation of this church is now dispersed and the building is no longer in use.

The building of the Federated Church, progressively renovated and enlarged through the years, notably by the addition of the spire and the raising of the original floor to permit a lower series of rooms, has stood for 136 years. In any community it would be notable for the fact that in 1822 the great New England divine Adoniram Judson, powerful theologian, Christian philosopher and missionary, twice preached there. Here also the once notable "Brother Jackson," freed slave of President Jefferson Davis of the Confederacy, once preached.

From it Miss Carrie A. Shurtleff, daughter of Dr. Frank A. Shurtleff went to become a medical missionary in China and for three years superintendent of the Briton Corliss Memorial Hospital at Yachau in the Chinese province of Czechuan near the Thibetan border. Forced to leave that country under orders in 1927, she later returned and remained for a further period which conditions in China finally terminated.

Identification of all the town's good and great allied with any of its churches must be left to historians of each church by itself. The life of everyone in a community somewhere touches some church. Their ministers, devoted and quiet men who live not to receive but to give, make a town much of what it is.

LOCAL NAMES IN SOMERSET

BLACK BLOCK—Name given in its last days to the weathered and neglected house built on Cherry Lane by Jonathan Bowers for his son David.

Boston Neck—Name given by Pilgrims to Brayton's Point and used in their records.

Bowers Shore—The shore along the Taunton river from South Street to Somerset railroad station.

Buffinton's Corner—Neighborhood of the intersection of Buffinton Street with Riverside Avenue; southern limit of Egypt.

Buffington's Corner—Neighborhood of the intersection of Pleasant and North Streets; first settled by family of Thomas Buffington.

Buffinton Green—Name of late applied to walled and sodded triangle, formed by the forking of County Street at its junction with Buffinton Street.

Creek Bridge—Bridge across Labor in Vain Brook where Riverside Avenue curves past South Street into Dublin Road.

Dublin Bridge—Same as Creek Bridge.

Dublin—Cluster of homes both sides of Dublin Street, extending from Creek Bridge to High Street, originally occupied by settlers from Ireland. Houses once lined both sides of street; those on north side removed by fire.

Egypt—Stretch of shore and built-up area between Buffinton Street and Center Street. The name arose because customers from surrounding region used to go there to buy grain of Joseph Brown, as the brothers went down to Joseph in Egypt.

The Great Neck—The portion of the Shawomet Purchase between the present Read and South Streets.

Labor In Vain Brook—Takes its name from the swamp area it drains, which because of its useless character was

named Labor in Vain by the early settlers. Reference to the area by the name is found before 1700.

The Little Neck—Name given by the Shawomet Purchasers to land south of the present line of Read Street, including Brayton's Point.

Oakum Bay—The cove created by the Somerset abutment of the railroad bridge and the northward extension of the filled-in location of the Nail Works. Its sloping shore was used to careen vessels for caulking with oakum.

Out Lot Lands—That portion of Shawomet Purchase north of Read Street.

Read's Corner—Junction of Read Street and County Street; westerly limit of Read's Woods Farm and homestead of Captain Preserved Read.

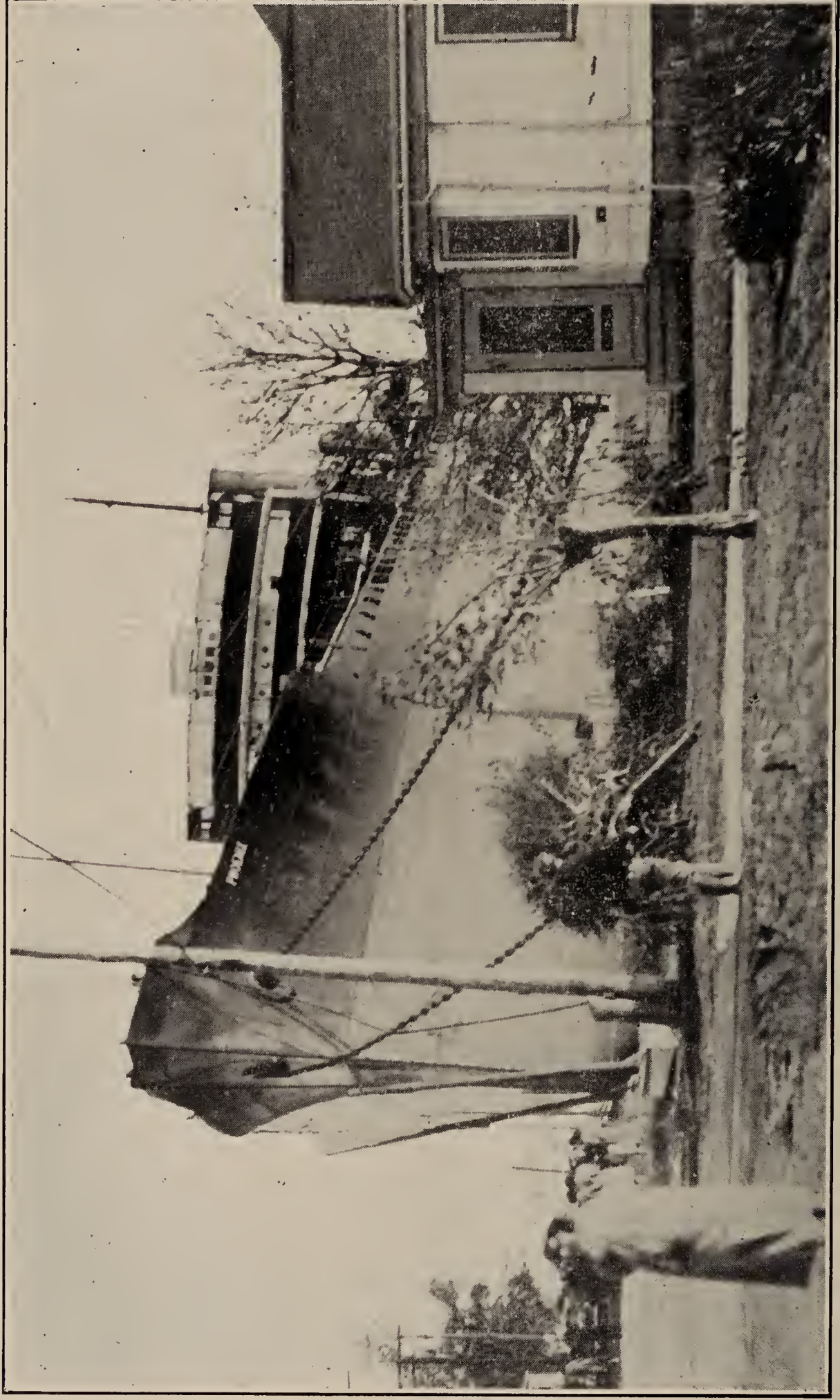
Rosemere Point—The point formerly occupied by Somerset Inn, later Adam W. Gifford residence. Named from a small pink-flowered plant which has blossomed there for generations.

Storehouse Point—Location of early Plymouth Colony trading station, on shore just north of Somerset Railroad station, Taunton River end of former John A. Burgess farm.

Town Landing—A way early reserved by the town as a public approach to the Taunton River shore, running from corner of Pleasant and North Streets easterly.

Whetstone Hill—Generally explained as coming from the grinding character of an early resident at the top of the hill.

Wickapimpset—Indian name for central section of Somerset north of Read Street and west of County Street.



TANKER PHOENIX—Driven Ashore by the Hurricane of Sept. 21, 1938

SOMERSET VESSELS

Licensed for Domestic Commerce

1790-1815

THE date following a vessel's name is its date of registry.

Where a vessel's name is repeated it will be found re-registered under new owners. Owner's names follow the vessel's tonnage; and all of them are from Somerset unless otherwise indicated. Only those owned in Somerset are listed. Where a vessel was built in Somerset this is indicated.

Sloop Hibernia, 1790; John Shaw, William Wilbur; John Shaw, Master.

Sloop Swallow, 1790; Samuel Read, Antipas Chace, Francis Boar, Jr., Peleg Mason, Swansea; Samuel Read, Master.

Schooner Harmony, 1791; 24 tons; Preserved Peirce, sole owner and Master.

Sloop Parthenia, 1791; 29 tons; John Gardner, Joseph Gardner of Swansea; Edward Mason, Master.

Sloop Somerset, 1791; 20 tons; built Somerset; Job Chase, Jared Chase of Dartmouth; Job Chase, Master.

Sloop Hannah, 1792; 27 tons; built Somerset; Lloyd Bowers; William Lawton; William Lawton, Master.

Sloop Swallow, 1792; Henry Gibbs sole owner and Master.

Sloop Union, 1793; 62 tons; built Somerset; Obadiah Peirce, Ebenezer Peirce, David Peirce, Samuel Gibbs; Sheffield Weaver Master, later Nathan Weaver.

Sloop Dolphin, 1793; 23 tons; built Somerset; Abiathar Austin sole owner and Master.

Schooner Ranger, 1794; 100 tons; built Somerset; Jesse Chace, Isaac Chace, Collins Chace, Isaiah Chace, Philip Chace; Isaac Chace Master, later Stephen Chace.

Schooner Adventure; 1794; 60 tons; built Somerset; Joseph Northam Master.

Sloop Sally, 1794; 56 tons; built Somerset; James Chace, Barzillai Walker, Daniel Eddy, Francis Brown; Francis Brown Master.

Schooner Blackney, 1794; 43 tons; built Somerset; owned in Swansea by Philip Luther, Benjamin Trott; Simeon West Master.

Sloop Betsy, 1794; 26 tons; bought and sailed by Henry Gibbs, Master.

Sloop Industry, 1795; 31 tons; Barzillai Walker, James Chace, Daniel Eddy; Oliver Simmons Master.

Schooner Good Interest; 72 tons; Collins Chace, Jesse Chace, Isaiah Chace; Collins Chace Master.

Schooner Regulator, 1796; 104 tons; built Somerset, Stephen Chace, James Chace, Barzillai Walker, Daniel Eddy; Stephen Chace Master.

Sloop Nancy, 1797; built Somerset by Joseph Robinson; sold to William Lawton and Nathan Bowen of Freetown.

Brig Two Brothers, 1797; 88 tons; built Somerset; Stephen Anthony, Samuel Anthony; Stephen Anthony Master.

Brig Polly and Nancy, 1798; 105 tons; Henry Pettis, James Chace, Barzillai Walker, Daniel Eddy, Benjamin Davis, Jr., John Pettis, 2nd; Henry Pettis Master. Joseph Robinson was Master the next year.

Schooner Fish Hawk, 1798; 55 tons; built Somerset; Joseph Morse, David Anthony; and David Mason, Job Mason, Jr., and James Trott of Swansea.

Sloop Betsy, 1798; 43 tons; Philip Slade, John Eddy; John Eddy Master.

Sloop Friendship, 1798; 58 tons; Henry Gibbs owner and Master.

Sloop Polly, 1799; 34 tons; Henry Gibbs; and Philip Hathaway; Lot Hathaway and Joseph Hathaway of Freetown; Philip Hathaway Master.

Sloop Republican, 1799; 30 tons; William Lawton owner and Master.

Sloop Flora, 1799; 24 tons; built Somerset; Preserved Sherman, James Sherman, Joseph Sherman; Preserved Sherman Master.

Sloop Dolphin, 1800; sold to Collins Chace and Benjamin Davis, Jr.; Collins Chace Master.

Schooner Mary, 1800; 130 tons; John Bowers; Benjamin Davis, Jr. Master.

Schooner Hiram, 1800; 87 tons; built Somerset; Collins Chace, Daniel Eddy, Preserved Eddy; Collins Chace, Master.

Sloop Industry, 1801; bought by William Lawton.

Sloop Friendship, 1800; bought by James Morrison and Nathan Weaver; Nathan Weaver Master.

Sloop Harriet, 1801; 81 tons; built Somerset; Joseph Brown, Samuel Brown; Samuel Brown Master.

Sloop Lucy, 1801; John Bowers; David Davis Master.

Sloop Friendship, 1801; sold to Philip Gibbs, 3rd.

Schooner Bonetta, 1801; 89 tons; built Somerset, Benjamin Slade, Ebenezer Peirce, Obadiah Peirce, David Peirce, Francis Peirce; Joseph Northam Master; later Nathan Weaver Master.

Sloop Swift, 1801; 50 tons; Samuel Brown, William Winslow, Philip Winslow, John Winslow, 3rd; Samuel Brown Master. This sloop, though only 50 tons, was 54 feet long.

Schooner Polly, 1802; 88 tons; John Bowers; Francis Brown Master.

Schooner Paragon, 1802; 145 tons; Samuel Brown, Joseph Brown, Henry Gibbs; Samuel Brown Master. The biggest vessel built to that date in Somerset.

Schooner Joseph, 1802; 104 tons; built Somerset; Joseph Gray, John Trott; John Trott Master.

Schooner Diana, 1803; 88 tons; John Bowers; Henry Pettis Master. James Morrison, later Master.

Schooner George, 1803; built and owned by John Bowers.

Schooner General Johnson, 1803; 99 tons; John Bowers; Reuben Burgess Master.

Brig Sally, 1803; sold by John Bowers to Benjamin Davis; Henry Pettis Master.

Schooner Franklin, 1803; 84 tons; Robert Gibbs, 3rd, Samuel Weaver; Robert Gibbs, 3rd., Master.

Schooner Venus, 1803; built Somerset; Gideon Robinson, John Stacey, James Salisbury, Sylvester Robinson; Gideon Robinson Master.

Schooner Antelope, 1803; 86 tons; Sheffel Weaver, Jonathan Read, Jonathan Read, Jr.; Sheffel Weaver Master.

Schooner Prudence, 1804; 46 tons; William Read, Jr., Thomas Davis; William Read, Jr. Master.

Sloop Revenue, 1804; 33 tons; David Cleaveland, Robert Miller, Isaac Winslow, Elisha Davis; David Cleaveland Master.

Schooner Mary, 1804; 86 tons; built Somerset, James Morrison; Preserved Sherman Master.

Sloop Argus, 1804; 44 tons; Robert Slade, David Slade; Henry Slade Master.

Brig Love and Unity, 1804; 100 tons; built Somerset; Simeon Jones, James Trott; Simeon Jones Master.

Sloop Julia and Ann, 1805; 75 tons; Israel Sherman, Preserved Sherman, Israel Sherman Master.

Schooner Rose in Bloom; 1805; 99 tons; built Somerset, John Peirce, Samuel Brown, Eber Slade, Clark Chase; John Peirce Master.

Brig Betsy, 1805; 101 tons; Henry Gibbs, Benjamin Purinton, Wanton Chase; Henry Gibbs Master.

Sloop Prudence, 1806; 39 tons; bought by Nathan Simmons who sailed it as Master.

Sloop Lively, 1806; 41 tons; built Somerset by Joseph Brown for himself and sailed by him as Master.

Sloop Christopher, 1806; 22 tons; William Lawton owner and Master.

Sloop Defiance, 1806; 25 tons; built Somerset, Samuel Bourn; Nathan Simmons Master.

Sloop Lydia, 1808; 42 tons; built Somerset, Joseph Marbel, John Cartwright, David Cummings, David Anthony; Stephen Chace master.

Schooner Richmond, 1806; 118 tons; James Morrison; John Brown Master.

Sloop Argus, 1807; Samuel Weaver, Henry Gibbs, Sheffel Weaver; and Nathan Read of Troy; John Weaver Master.

Sloop Lydia, 1808; 42 tons; built Somerst, Joseph Marble owner and Master.

Sloop Lively, 1808; William Lawton on affirmation owns the Lively.

Sloop Traveler, 1808; 53 tons; built Somerset; Joseph Brown, John Brown, Richard Chase, James Luther, Edward Chase; John Chase Master.

Schooner Ann Maria, 1808; 57 tons; built Somerset; John Chase, Stephen Slade; John Chase, Master.

Sloop Three Sisters, 1808; 68 tons; built Somerset; Collins Chase sole owner and Master.

Schooner Good Interest, 1810; 74 tons; built Somerset; sold to Preserved Eddy, Samuel Brown; John Peirce, Master.

Schooner Fame, 1810; 77 tons; Joseph Robinson, Benjamin Chace; Joseph Robinson Master.

Sloop Union, 1810; 62 tons; bought by William Lawton.

Schooner Richmond, 1810; still owned by James Morrison; Henry Slade Master.

Sloop Joseph, 1810; 44 tons; built Somerset; Joseph Brown, James Luther, Benjamin Purinton; Joseph Brown Master.

Sloop Flora, 1810; built Somerset; sold to Joseph Robinson; Holder Chace, Master.

Schooner James and Eliza, 1810; 117 tons; built Somerset; Robert Gibbs, Samuel Weaver, John Cartwright; Robert Gibbs Master.

The James and Eliza, according to sworn statement of Capt. Robert Gibbs at the Customs House, was taken and burned by the British Frigate Loire, James Townshend commanding, January 27, 1812.

Schooner Hiram, "laid up at Georgetown, S. C., on account of the enemy's cruisers" sold January 7, 1812, by Collins Chace.

Rising Sun, Samuel Shove Master, was sold February 5, 1812 by its owner Joseph Marble.

Sloop Flora, sold July 7, 1813.

Sloop Industry, William Lawton, destroyed by the British April 7, 1813.

Sloop Fox, 1814; 40 tons; Gideon Robinson, Benjamin Brightman, Joseph Tompkins; sold at Passamquoddy in 1815.

Sloop Abigail, 47 tons; Elisha Burgess, Gideon Robinson; Gideon Robinson Master, sold in December 1814.

Sloop George and Mary, 49 tons; built Somerset; Joseph Robinson, Asa Brooks Master; sold August 1914 at Newport.

*Vessels registered from Somerset for
commerce in foreign waters, 1789-1815*

Date of first registry only.

- 1789 Brig Two Brothers, 199 tons; Jerathmel Bowers, John Bowers, owners; David Bowers, master.
- 1780 Ship Somerset, 207 tons; built Somerset for Boston owners.
Brig Dolphin, 91 tons; William Bowers, Lloyd Bowers, Henry Bowers; David Bowen, master.
Brig George, 141 tons; built Somerset; David Bowen, Jonathan Bowen; Jonathan Bowen, master.
- 1791 Ship Chace, 338 tons; built Somerset for Boston owners; Peleg Tallman, master.
- 1792 Brigantine Polly, 113 tons; Philip Bowers, Lloyd Bowers; Philip Bowers, master.
- 1793 Brig Seven Brothers, 160 tons; Lloyd Bowers owner and master.
Ship Joseph, 241 tons; built Somerset for Boston owners.
- 1794 Brigantine Hiram, 129 tons; Benjamin Davis, Jr., James Chace, Barzillai Walker, Daniel Eddy; Benjamin Davis, Jr., master.
Brigantine Mary, 170 tons; built Somerset; John Bowers; William Read, master.

- 1800 Schooner Mary, 130 tons; built Somerset; John Bowers sold to James Morrison; Benjamin Davis, Jr., master.
Brig Neptune, 140 tons; John Bowers, Anson Bliffens, master.
- 1801 Ship Bedford, 253 tons; John Bowers, Silas Brown, master.
Brig Industry, 141 tons; Benjamin Davis, Jr., Collins Chase; Benjamin Davis, Jr., master.
- 1802 Ship Richard, 397 tons; built Somerset; Joseph Bowers; John Rudd of Newport, master.
Schooner Joseph, 104 tons; built Somerset; Joseph Gray, Nathan Read, 2nd., John Trott, Jr., master. Preserved Read, master 1805-6.
- 1803 Schooner General Johnson, 99 tons; built Somerset; David Bowers, John Bowers; David Bowers, master.
Brig Little James, 120 tons; built Somerset; John Bowers; John Prior, master.
Brig Love and Unity, 100 tons; built Somerset for Swansea owners.
- 1804 Brig Harriet, 136 tons; built Somerset; Benjamin Davis, Collins Chace; Benjamin Davis, master.
- 1806 Sloop Julia Ann, 75 tons; Nathan Anthony, Preserved Sherman; Israel Sherman, master.

Henry Bowers registered his vessels mainly from New York, where he had warehouses, describing himself as "Merchant, of New York."

Jerathmel Bowers for the most part chartered the vessels of others. His name appears as owner in only one registration.

John Bowers bought many of the vessels he operated, registered them in his own name at Somerset. At one time he had 16 vessels of over 100 tons so registered in addition to many smaller.

*Somerset Registrations in Foreign**Commerce, 1818-1863**Date of first registry, only*

- 1818 Sloop Fame, 48 tons; built at Somerset for Nantucket owners.
Schooner, re-rigged brig, Edward and Mary, 78 tons; built at Somerset; owner and master Elisha Burgess; afterwards 1821, John E. C. Lynch part owner and master.
- 1819 Schooner Polly Rider, 69 tons; Elisha Burgess, owner and master.
- 1823 Brig Troy, 156 tons; built Somerset; David Cummings, John Cartwright; and William B. Canedy and Hezekiah Wilson of Troy; David Cummings, master.
- 1832 Brig Malaga, 103 tons; John A. Burgess, owner and master.
Ship Edward Quesnal, 368 tons; Joseph Brown, Nathan Slade, Nathaniel Chase, Joseph Chase, Hanan Wilbur, George B. Hood, and several Fall River owners.
- 1838 Brig Virginia; 168 tons; Boston; Elisha Burgess, John A. Burgess, William B. Pettis; John A. Burgess, master.
- 1841 Bark Jane, 230 tons; George B. Hood, Marcus P. Chase, A. M. Howard Peterson, Brown Simmons, Hannah Lewin, and out-of-town; Abraham Manchester, Jr., master. A whaling ship.
- 1841 Bark Pilgrim, 137 tons; Wheaton Luther, George B. Hood, Joseph Marble, Jr., Job Collins, Henry B. Clark, Brown Simmons, David B. Hood, Howard Peterson, Isaac Blithens, John Cartwright, Job Collins, master, 1841. John D. Cartwright, Sally Slade, Henry B. Clark, master 1843-4. A whaling ship.
- 1844 Schooner Cabot, 95 tons; William Bowers, Philip Bowers, Philip E. Bowers; William Bowers, master.

- 1848 Schooner May Eddy, 182 tons; Daniel Brayton Eddy, William P. Eddy; Daniel Brayton Eddy, master.
- 1850 Ship William Nelson, 1039 tons; built Somerset; Charles Cheever, James M. Hood, sold New York.
- 1852 Bark Pathfinder, 373 tons; built Somerset; James M. Hood, master, sold New York; J. Madison Hill, master; sold San Francisco.
Ship Governor Morton, 1430 tons; built Somerset for John A. Burgess, James M. Hood, and many owners of Fall River, Providence, Newport, Taunton and Boston. John A. Burgess, master.
- 1853 Schooner N. B. Borden, 123 tons; built Somerset for Fall River owners.
Brig Rolling Wave, 296 tons; built Somerset for Philip Bowers, Philip B. Bowers, and 26 Fall River owners; Seth Cole, master, later Gershom Hall, master.
- 1861—Schooner Henry W. Morse, 149 tons; — Taunton owners.
- 1862 Brig Condova, 166 tons; Job M. Leonard and Mt. Hope Iron Works; Richard Hawes, master.

Vessels Registered from Somerset

in Coastal Trade, 1815-1860

Date of first registration only, except in case of changes.

Sloop Abigail, 47 tons; 1815, Elisha Burgess, owner and master.

Schooner Abynthus, 77 tons; 1835, Joseph P. Blithens owner and master.

Sloop Agent, 40 tons; 1837, William P. Eddy owner and master. 1838 William Munday part owner.

Brig Ajax, 126 tons; 1825, John Hood, David B. Hood master.

Sloop Albany, 75 tons; 1834, Benj. Gibbs owner and master. 1838, James Sherman owner.

Schooner Allan, 126 tons; 1826, James M. Brown owner and master.

Sloop Ann Eliza, 35 tons; 1819, Edmund Anthony, Benj. H. Lawton master. 1822, Collins Chace, owner and master.

Schooner Ann Maria, 120 tons; Collins Chace owner and master. 1826, David Peirce, 2nd. master. 1828, David Peirce owner and master.

Sloop Argo, 58 tons; 1838, Joseph P. Blithens owner and master.

Sloop Argonaut, 36 tons; 1845, Joseph G. Marble; Darling Marble master; 1849, Charles D. Marble master; 1851, Bradford Marble part owner.

Schooner Argus, 93 tons; 1857, Job M. Leonard, George B. Morris master. 1861, Thomas Crowley master.

Sloop Armada, 55 tons; Surbinas P. Marble, owner and master; 1846, Benj. Wyatt part owner. 1847, Joseph G. Marble part owner.

Sloop Artist, 47 tons; Nathan Davis, 2nd., Stephen M. Rounds, Nathan S. Davis master. 1849, John S. Forester part owner. 1850, Jonathan Peckham part owner. 1851, John S. Forester master. 1852, John Anthony part owner. 1853 George S. Hood.

Schooner Atalanta, 136 tons; 1851, George W. Gibbs, Alfred Pratt master. 1853, Robert Gibbs part owner.

Brig Atlantic, 189 tons; 1833, John Marble owner, and master. 1834, Anthony Flintz, owner and master. 1838, Howard Peterson master. 1839, John A. Burgess part owner.

Brig Attorney, 132 tons; 1816, Joseph Gray; Henry Slade master. 1816, David Cummings master.

Sloop Avon, 58 tons; 1828, Wheaton Luther; Henry Gibbs 2nd. master. 1835, John C. Gibbs owner and master. 1838, John C. Brown part owner. 1841, John Lindsey, James S. Chase master.

Sloop Black Hawk, 27 tons; 1837, Bradford Marble, George Marble, Joseph G. Marble, Surbinas Marble, master. 1845, Joseph G. Marble, Joseph Briggs, Edward B. Chace, master.

Schooner Cabot, 95 tons; 1843, Philip E. Bowers, William A. Bowers, master.

Sloop Candace, 99 tons; 1829, Joseph Brown, Daniel Brown master.

Sloop Canton, 34 tons; 1818, Daniel Simon master.

Sloop Canton Crape, 34 tons; 1815, Asa Pierce owner and master. 1817, Joseph Brown, owner and master.

Schooner Carolina, 127 tons; 1837, Frederick Winslow master. 1847, George S. Gibbs, Alfred Pratt master. 1849, John McGivron master.

Schooner Chance, 106 tons; 1825, Henry Crane, Rodney French master.

Schooner Charleston Packet, 99 tons; 1832, Joseph G. Marble owner and master.

Schooner Chief, 118 tons; 1857, Surbinas P. Marble owner and master.

Schooner Cleopatra, 49 tons; David Gray, Samuel Gray, master.

Schooner Columbus, 79 tons; 1832, Joseph G. Marble owner and master.

Sloop Comet, 25 tons; 1816, Joseph Robinson.

Sloop Copy, 32 tons; 1844, Bradford Marble, Isaac W. Blivens master. 1845, Peleg Brightman part owner. 1848, George Coleman part owner.

Brig Delaware, 214 tons; George W. Chace, Joseph P. Blithens master.

Sloop Eagle, 20 tons; 1838, Joseph P. Blivens, John L. Davis master.

Sloop Eclipse, 49 tons; 1828, Elisha Burgess, William B. Petty master. 1829, Joseph Marble, Zebina Blake master.

Schooner Edward, 38 tons; 1833, Joseph Marble owner and master.

Brig Edward and Mary, 78 tons; 1825, Elisha Burgess owner and master.

Sloop Eleanor, 48 tons; 1825, Henry Gibbs, Jr. owner and master.

Sloop Eleanora, 38 tons; 1820, Joseph G. Brown owner and master.

Sloop Eliza, 27 tons; 1845, Peter C. White, Horatio N. Eddy master. 1848, David Philips part owner.

Schooner Ellen Perkins, 137 tons; 1852, John Anthony, Joseph G. Marble master.

Sloop Elvira, 27 tons; 1846, George W. Gibbs, Horatio N. Eddy master. 1847, Bradford Marble part owner.

Sloop Emaline, 38 tons; 1816, Darius Perry, Daniel Simons master.

Schooner Empire State, 99 tons; 1848, Surbinas P. Marble owner and master.

Schooner Entered Apprentice, 1831, John Hood owner and master.

Sloop Ephraim, 73 tons; 1819, Henry Tew, John Peirce master.

Sloop Excel, 30 tons; 1838, Jonas Malcolm, Edmund Davis master. 1840, Wheaton Luther part owner. 1840, Joseph G. Marble owner, William S. Davis master.

Schooner Exchange, 62 tons; 1836, Gardner Andrews owner and master. 1837, Peleg Brightman part owner. 1838, Benj. W. Miller part owner.

Sloop Fall River, 33 tons; 1835, Benjamin Cartwright owner and master. 1836, Perry J. Chase, owner and master. 1837, Buffinton P. Chace part owner. 1843, Elizabeth Waldron part owner. 1846, Samuel Purington part owner. 1850, Daniel B. Eddy part owner. 1848, Perry S. Chace master.

Sloop Fame, 56 tons; 1816, Joseph Brown owner and master.

Sloop Fair Play, 35 tons; 1833, Joseph P. Blethens owner and master.

Sloop First Attempt, 51 tons; 1815, Samuel Lawton master.

Bark Flight, 386 tons; 1852, James M. Hood, John H. Luther master.

Schooner Flight, 164 tons; 1860, Benjamin Gibbs master.

Sloop Fox, 40 tons; 1819, Joseph Gray, Gardner Morse master.

Schooner Franklin, 125 tons; 1815, Robert Gibbs owner and master. 1825, James M. Brown owner and master.

Brig Fredonia, 101 tons; 1831, John Hood, Jerathmel Swazey master.

Sloop Friendship, 24 tons; 1832, Surbinas Marble owner and master. 1833, Samuel Marble, Jr., owner and master. 1835, Darling Marble master. 1836, John L. Davis, 1840, Bradford Marble; 1843, Stephen Marble part owner.

Sloop George and Mary, 27 tons; 1825, Joseph Marble owner and master. 1826, Joseph Simmons part owner.

Sloop Glide, 34 tons; 1832, Isaac Blivens, master.

Sloop Golden Age, 62 tons; 1822, Joseph Marble owner and master. 1823, David B. Hood master.

Sloop Hardscrabble, 62 tons; 1853, Daniel Brown, Joseph Simmons master. 1857, Joseph Simmons, 2nd. master.

Schooner Harriet, 123 tons; 1816, George Taylor, Collins Chace, master.

Sloop Harvest, 40 tons; 1835, Isaac Blivens owner and master. 1837, Nathan Davis part owner.

Sloop Henry, 38 tons; 1818, Joseph Brown owner and master.

Schooner Hiram, 127 tons; 1815, John Peirce owner and master. 1816, Thomas Cottle, Henry Robinson, Joseph Robinson master.

Schooner Horatio Ames, 60 tons; 1847, George W. Davis, William A. Davis master. 1848, David B. Hood, William H. Hawkins, Charles M. Luther master. 1849, Wanton A. Eddy master. 1849, William P. Hood, Charles W. Luther master. 1850, James M. Hood part owner. 1851, Horatio Heald master.

Sloop Hornet, 21 tons; 1819, Daniel Simmons master.

Sloop Independence, 32 tons; 1834, Joseph P. Blethens owner and master. 1835, George B. Hood owner and master. 1835, Surbinas P. Marble owner and master. 1837, James M. Hood, Joseph Simmons master. 1839, David Davis, Jr., Charles G. Davis master.

Sloop Industry, 24 tons; 1836, Surbinas P. Marble owner and master. 1837, Jonathan Peckham, part owner. 1839, Danforth Simmons master. 1849, Horation N. Eddy master.

Schooner Iram Smith, 249 tons; 1859, Robert C. Brown, John McGiven master.

Schooner James Gorham, 97 tons; 1857, Gardner P. Andrews master. 1861, Edward B. Chase master.

Sloop Jane, 37 tons; 1819, Eliphalet Simmons owner and master.

Schooner John C. Collins, 89 tons; 1847, John L. Cotton, Job Collins master.

Sloop John and Eliza; 1831, John Hood, Leonard Chae.

Sloop John & Eliza; 1831, John Hood, Leonard Chace. John Forrester master.

Schooner Lady Adams, 73 tons; 1854, Joseph Marble master. 1854, Nathan S. Davis master. 1857, Amos N. Davis master. 1859, Joseph F. Davis master.

Sloop Lafayette, 27 tons; 1826, David Cummings owner and master.

Sloop Leader, 32 tons; 1857, Job M. Leonard, Lyman H. Davis, master. 1858, Eliphalet S. Simmons part owner.

Sloop Leopard, 37 tons; 1826, Joseph Marble, Howland Greene master. 1838, John L. Cotton, David B. Hood master. 1838, Joshua B. Elwell master.

Schooner Liberty, 65 tons; David Dean, Berkley, master.

Sloop Lord Nelson, 27 tons; Benjamin Miller, Eliphalet Simmons master.

Schooner Louisiana, 98 tons; 1840, Daniel Brayton Eddy, owner and master.

Schooner Lucy Robinson, 94 tons; 1857, Nathan S. Davis master. 1860, Nathan S. Davis, Edward B. Chace master.

Sloop Lydia, 33 tons; 1826, Joseph Marble owner and master.

Brig Lydia and Margaret, 115 tons; 1832, John Hood, George Munday of Tiverton master.

Schooner Magnolia, 98 tons; 1819, Joseph Forrester master.

Brig Malaga, 183 tons; 1842, Elisha Burgess, John A. Burgess master.

Sloop Marshall, 70 tons; 1826, Joseph Brown owner and master. 1827, Daniel Brown, master.

Sloop Mary, 32 tons; 1818, Joseph Marble owner and master.

Sloop Mary Ann, 31 tons; 1848, David A. Jones, Joseph Simmons master. 1849, James W. Chace master.

Sloop Mary Elizabeth, 34 tons; 1845, Joseph Marble, Benjamin T. Nichols master.

Schooner Mary Perry, 79 tons; Joseph Marble owner and master.

Schooner Mary & Susan, 127 tons; 1852, Guilford H. Hathaway, Surbinas P. Marble master.

Sloop Morning Star, 30 tons; 1816, Joseph Gray, John Lee master. 1817, Samuel Gray master. 1818, David Gray master.

Schooner Myra, 71 tons; 1829, John E. Lewin master.

Sloop Narragansett, 25 tons; 1849, Joseph P. Blithens, Isaac P. Blithens; 1851, George L. Coleman master.

Brig New Packet, 127 tons; 1819, Joseph G. Marble owner and master.

Bark Olive, 273 tons; 1840, Joshua B. Elwell, Howard Peterson master.

Schooner Orator, 88 tons; 1840, Robert S. Gibbs, Isaac N. Blivens master. 1841, David P. Davis master.

Brig Oregon, 142 tons; 1850, James M. Hood, John C. Berry master.

Sloop Pawtucket, 34 tons; 1845, Nathan Davis, 2nd., Nathan S. Davis master.

Schooner Phoebe, 76 tons; 1822, David Cummings master.

Brig Pilgrim, 168 tons; 1837, William B. Pettis, John L. Cotton, John A. Burgess master. 1837, George B. Hood, John Marble master. 1838, Jacob S. Wade master.

Schooner Planter, 102 tons; 1818, Robert Gibbs, David Peirce master. 1825, David Peirce owner and master.

Schooner President, 74 tons; 1828, Joseph Brown, David Brown, David Brown master.

Schooner Prudence, 74 tons; Daniel Brown owner and master.

Sloop Rambler, 28 tons; 1818, Abraham Gardner, Henry Slade master. 1819, William Lawton owner and master.

Sloop Rapid, 39 tons; 1819, Asa Peirce master.

Schooner Reindeer, 56 tons; 1831, Nathan Slade, Edward Rose master.

Sloop Revolution, 22 tons; 1818, William Lawton owner and master.

Ship Rip Van Winkle, 194 tons; 1851, James M. Hood, Elisha Baker master.

Brig Rising States, 101 tons; 1819, Stephen Chace master.

Sloop Rolla, 20 tons; 1838, George L. Simmons, Daniel Simmons master. 1845, James D. Marble owner. 1850, Nathan Simmons owner.

Sloop Rosetta, 46 tons; 1823, David Simmons master.

Sloop Sally, 46 tons; 1835, Gardner Andrews owner and master.

Sloop Somerset, 33 tons; 1837, William W. Nye, Perry I. Chase master. 1848, James M. Hood master. Robert S. Gibbs owner.

Schooner South Carolina, 91 tons; 1831, Frederick Winslow owner and master.

Schooner Spy, 29 tons; 1835, John Marble, Jr. owner and master. 1836, Elijah Burgess owner and master.

Schooner Temperance, 56 tons; 1833, Nathan Davis 2nd, owner and master. 1849, Elijah G. Davis master.

Brig Thorn, 132 tons; 1841, Surbinas P. Marble, George Marble, James M. Elwell master. 1843, Joseph Marble, Jerathmel Williams master.

Brig Troy, 156 tons. 1823, William B. Canedy, David Cummings master.

Sloop Two Brothers, 46 tons; 1835, Gardner Andrews owner and master. 1836, Isaac Peirce, John Marble Jr., master. Peleg Brightman owner.

Sloop Union, 38 tons; 1815, William Lawton, Nathan Simmons master. 1815, Joseph Moore owner and master. 1816, William Lawton owner. 1818, Joseph Gray, Samuel Gray master.

Sloop Victory, 38 tons; 1823, Samuel French, Nathan Davis, 2nd. master. 1823, David B. Hood, John E. C. Lynch master.

Schooner Virginia, 168 tons; Elisha Burgess owner and master. 1836, William B. Pettis owner and master. 1837, Elisha Burgess.

Sloop Volant, 36 tons; William G. Chase master. Benjamin Cartwright owner and master.

Vessels Registered From Somerset

From Civil War to 1940

Date of first registration only; with essential changes noted.

Listed by years to show rise and fall of Somerset shipping, and rise of large tonnage and joint ownership.

- 1865 Schooner Henry W. Morse, 194 tons; built Somerset. Schooner William Newton, 30 tons; Job M. Leonard and Mt. Hope Iron Works; Charles D. Marble master. Schooner Lady Adams, 50 tons; James Hadwin owner and master. Later in 1865, Philip B. Bowers, William P. Hood, Joseph Marble, Henry B. Clarke; Charles P. Cummings master. Owners Avery P. Slade, William P. Hood, Joseph Marble, Amos Davis; William H. Heald master. Schooner Adelaide, 143 tons; J. M. Leonard and Mt. Hope Iron Works; Thomas Crowley master. Schooner Fountain, 86 tons; built in Somerset for Fall River owners. Schooner Argus, 63 tons; J. M. Leonard and Calvin Kingman; Obed Smith master. Schooner Lucy Robinson, 79 tons; Joseph Marble, Elijah G. Davis, Valentine Copeland and out of town owners; Joseph F. Davis master.
- 1868 Schooner Caroline and Cornelia, 106 tons; William P. Hood, Clarissa Davis, Mary A. Crowley, Joseph Marble, Philip E. Bowers, Anna Davis, Mary E. Hart, Cornelius A. Davis; Thomas Crowley master.
- 1869 Schooner Rough and Ready, 27 tons; J. M. Leonard and Mt. Hope Iron Works; Obed Smith master.
- 1870 Schooner Samuel Chase, 40 tons; built in Somerset for Fall River owners.

- Schooner Ellen R., 21 tons; Edmund Buffinton and out of town owners; Wanton Eddy master.
- 1871 Schooner Harriet Gardner, 59 tons; built in Somerset for Fall River owners.
- 1875 Schooner Job M. Leonard, 408 tons; J. M. Leonard, Joseph Marble, H. R. Johnson, Alfred Pratt, John D. Cartwright, E. S. Ashley, S. M. Moulton, Benjamin L. Phillips, Surbinas P. Marble, E. P. Bowers, Patrick Rourke, C. Lapham, John Lynch, W. P. Hood, L. C. Peirce, A. King, F. Simmons, William M. Bartlett, T. A. Marble, H. B. Leonard, Mary A. Crowley, Francis May, C. A. Davis and out of town owners; Joseph H. Bray, master; 1876, Thomas Crowley master.
- Bark Veteran, 580 tons; purchased from U. S. Government by David P. Davis and Edmund A. Davis; D. P. Davis master.
- 1878 Schooner Harriet, 21 tons; built in Somerset for Atlantic Oil and Guano Co. of Portsmouth.
- Schooner Ellen M. Baxter, 212 tons; William E. Thrasher and out of town owners; Lewis Greene master.
- Schooner Mary and Bell, 30 tons; David P. Davis; A. T. Sewell master.
- Schooner Ellen M. Baxter, 212 tons; Charlotte A. Thrasher and estate of William E. Thrasher; Lewis Greene master.
- 1880 Schooner William P. Hood, 655 tons; C. A. Davis, Joseph F. Davis, W. P. Hood, James W. Davis, Mary G. Hood; and William T. Hart of Boston and others; Cornelius A. Davis master. 1888, Davis L. Briggs master. Lost on way to England in 1917.
- 1881 Schooner A. J. Miller, 110 tons; Henry B. Leonard and Mt. Hope Iron Works; Thomas Crowley master.
- 1884 Schooner William T. Hart, 896 tons; Charlotte A. Thrasher, Gideon Cole, Elijah Davis, C. A. Davis, Joseph F. Davis, William T. Hart of Boston and others; Joseph F. Davis master.
- 1885 Schooner Amos Falkenberg, 172 tons; Charles D. Luther owner and master.

- 1888 Schooner Artist, Delana M. Rounds, Sarah A. Hood, Elijah G. Davis, estate of Amos N. Davis; J. G. Forrester master.
- 1889 Schooner Cupid, 21 tons; Warren H. Sanford and Joseph Marble master.
Schooner Mt. Hope, 1049 tons; Mt. Hope Iron Works and 33 others from Maine to Virginia; John G. Crowley master.
Schooner Mary A. Crowley, 95 tons; Thomas Crowley, Mary A. Crowley and out of town owners; Thomas Crowley master.
- 1891 Schooner Charles D. Luther, 79 tons; Charles D. Luther, D. Borden Davis, Walter O. Buffington, George W. Luther, Charles D. Luther master.
- 1892 Schooner Walter, 95 tons; Thomas Crowley, Mary A. Crowley, Samuel G. Saples and others; Thomas Crowley master.
- 1893 Schooner Mary Ellen, 79 tons; Charles D. Luther, D. Borden Davis, Walter O. Buffington and out of town; C. D. Luther master.
Schooner Mary Elizabeth, 62 tons; Ernest A. Thrasher, Warren H. Sanford; Charles E. Paine master.
Schooner Carrie S. Hart, 500 tons; Jonathan Slade an owner.
- 1895 Schooner Governor Ames, 1778 tons; Cornelius A. Davis, Joseph F. Davis, William P. Hood, Henry B. Leonard and 22 owners out of town; C. A. Davis master.
- 1897 Schooner Nansett, 30 tons; Bradford E. Marble owner and master.
- 1898 Schooner Hastings, 84 tons; Charles D. Luther owner and master.
- 1900 Sloop Celia, 34 tons; Charles E. Marble, Edwin E. Marble; Charles E. Marble master.
- 1905 Schooner Rev. John Fletcher, 108 tons; Charles D. Luther and owners out of town; Charles D. Luther master.

- 1907 Schooner Sally W. Ponders, 107 tons; Charles D. Luther and others out of town; Charles D. Luther master.
- 1909 Schooner LaForest L. Simmons, 104 tons; L. L. Simmons, William Synan, George E. Marble, Robert B. Marble, C. A. Davis, Benjamin B. Marble, Patrick Synan, Dr. Frank A. Morrill, Owen J. Eagan, Charles S. Simmons, Charles D. Luther and 14 out of town owners; Charles D. Luther master.
- 1911 Schooner N. S. Gallup, 29 tons; Irving D. Talbot owner and master.
- 1913 Schooner Coral, 34 tons; Irving D. Talbot owner and master.
- 1915 Schooner George F. Carman, 36 tons; Irving D. Talbot owner and master.
- 1917 Schooner B. F. Jayne, 78 tons; Charles D. Luther, L. L. Simmons, Charles S. Simmons, Owen J. Eagan, Irving D. Talbot, George B. Hood, Alfred W. Tallman, C. A. Davis, George E. Marble, Frank Pont, John F. Haggerty and two out of town; Charles D. Luther master.
- 1918 Schooner Fame, 415 tons; built by Crowninshield Shipbuilding Co. for U. S. Shipping Board Emergency Fleet Corp; Albert Wainwright master.
Schooner Volant, 415 tons; built by Crowninshield Co. for U. S. Shipping Board; William J. Bassy master.
- 1926 Schooner L. L. Simmons registered to Richard E. Warner, Charles S. McClure of Taunton; 1928 William H. Van Wyen master.
- 1928 Schooner B. F. Jayne sold from this district, October 25.
- 1930 Stern Screw Propeller Annabelle R., 33 tons; built by Crowninshield Co.
- 1936 June 6; Registration of L. I. Simmons surrendered. June 10, L. L. Simmons notified Customs House it had registered at Reedville, Va.

SWANSEA ENROLLMENTS IN THE REVOLUTION

Including Shawomet—the Later Somerset

Allen, James	Bowers, Nathan	Chase, Seth
Allen, Jonathan	Bowers, Primus	Chase, Silas
Anthony, Asa	Bowers, Samuel	Chilton, Benjamin
Anthony, Daniel	Bowman, Charles	Cobb, Richard
Anthony, David	Brayton, John	Cobb, Zenas
Anthony, Edward	Brown, David	Cobb, Benjamin
Anthony, John, Corp	Brown, Elisha	Cole, Constant
Anthony, Peleg	Brown, John	Cole, Ebenezer
Anthony, Peleg	Brown, Samuel M.	Cole, Ephraim
Arms, Edward	Brown, Seth	Cole, Esa
Arnold, Alexander	Brown, William S.	Cole, Hezekiah, Jr.
Arnold, William	Bryant, John	Cole, Job
Atkinson, Robert	Burden, Nathaniel	Cole, Nehimiah
		Cole, Theodore
Babbitt, Abijah	Cahoun, Nathaniel	Cole, Parker
Baker, Jedidiah	Cane, Robert	Cole, William
Baker, Joseph	Carpenter, Benjamin	Cole, Zephaniah,
Barber, Jesse	Carpenter, Ebenezer	2nd Lieut.
Barney, Christopher	Carpenter, James	Counel, Thomas
Barney, Daniel	Carpenter, Jacob	Cornal, Gideon
Barney, Israel	Carr, Cudbuth	Cornal, James
Barney, Jonathan	Carter, Isaac	Cornell, Elisha
Barney, Joseph	Cartwright, Daniel	Cornell, James
Barney, Joseph, 2nd	Case, George	Cotton, John
Barney, Josiah, Jr.	Case, Isaac	Cummings, John
Barney, Nathan	Chaffee, Joseph	
Barney, Prince	Chaffee, Stephen	Daggett, Job
Barney, Paul	Chase, Alen	Davis, Nathan
Barney, Peleg	Chase, Aaron	Davis, James
Barney, Wheaton	Chase, Benjamin	Davis, John
Bates, Francis	Chase, Ebenezer	Day, Amos
Bentelle, John	Chase, Enoch	Demas, Joseph
Blake, Timothy	Chase, Ephraim	Dexter, Joshua
Borden, Joseph	Chase, Grindal	Drown, Caleb
Bosworth, Benjamin	Chase, Henry	Dyer, Noah
Bosworth, John	Chase, Israel	
Boen, Jeremiah	Chase, Jabez	Eddy, Caleb
Booffenton, William	Chase, Jacob	Eddy, Elisha
	Chase, Jeams, Jr.	Eddy, Michael
Born, Steven	Chase, Jerathmel	Eddy, Obadiah, Lieut.
Bourne, Francis	Chase, Jared	Eddy, William
Bourne, Joshua	Chase, John	Edminster, James
Bowers, Baxter	Chase, Joseph	Esterbrooks, James
Bowers, Jonathan	Chase, Oliver	
Bowers, Paldore	Chase, Oliver, Jr.	Findley, Charles
Bowers, Philip	Chase, Samuel	Fisk, Samuel

Fish, George	Hunt, Nathaniel	Luther, Jedidiah
Fish, Jonathan		Luther, Jeremiah,
Fish, Samuel	Idle, James	Sergt.
Fitch, Amos		Luther, Job
Fowler, Daniel	Johnson, James	Luther, John
French, Sebe	Johnson, Jonathan	Luther, Moses
Fuller, James	Jones, Simeon	Luther, Peleg, Sergt
Fuller, Josiah	Jones, Encom	Luther, Preserved
		Luther, Richard
Gardner, Israel	Kindsman, Thomas	Luther, Samuel
Gardner, John	King, Joshua	Luther, Silas
Gardner, Joseph	Kingsley, Amos	Luther, Stephen
Gardner, Samuel 3rd	Kingsley, Asa	Luther, Theophilus
Garrettson, Samuel	Kingsley, Benjamin	Luther, Abenner
Gage, Benjamin	Kingsley, Hezekiah	Lowen, William
Gibbs, John	Kingsley, Jonathan	
Gibs, Benjamin	Kingsley, Nathaniel	Mackhoon, Jonathan
Goss, Thomas	Kingsley, Peleg	Manchester, Isaac
Gray, Edward	Kingsley, Simeon	Manchester, Stephen
Griffith, Abraham	Kingsley, Thomas	Martin, Aaron
	Law, John	Martin, Benjamin
Hail, Daniel	Law, Samuel	Martin, Daniel,
Hail, John	Lawson, William	1st Lieut.
Hail, Jonathan	Lawton, James	Martin, James
Hale, Joel	Lawton, Job	Martin, Joseph
Hall, Edward	Lee, Abiatha	Martin, Miltiah
Hall, James	Lee, Amos	Martin, Thomas
Handy, Russel	Lee, James	Marvel, Benjamin
Handy, Thomas	Lee, Samuel	Marvel, John
Harding, Jonathan	Lee, Stephen	Marvel, Jonathan
Harding, John	Lee, Thomas, Jr	Marvel, Thomas
Hastings, Peter,	Lemenshaw, Dennis	Mason, Amos
Ensign	Lewin, John	Mason, Benjamin,
Haskins, Peter	Lewin, Thomas	Corp.
Hathaway, Abner	Lewis, Aaron	Mason, Caleb
Hathaway, John	Lewis, John	Mason, Caleb Jr.
Hathaway, Charles	Lewis, Joseph	Mason, Chrisopher, Jr.
Hearder, Jonathan	Lewis, Nathaniel	Mason, Edward
Higgins, Heman	Lewis, Peleg	Mason, Edward, 2nd.
Hill, Amos	Lincoln, Nehemiah	Mason, Gomer
Hill, Barnet	Lintall, Zechariah	Mason, Jeremiah
Hill, John	Luce, Samuel	Martin, Ebenezer
Hill, Parker	Luther, Aaron	Mason, Jinks
Hill, Homer	Luther, Alanson	Mason, Job
Hills, James	Luther, Upham, Sergt.	Mason, Joseph
Hix, David, Lieut	Luther, Simion	Mason, Nathaniel
Hix, Daniel	Luther, Caleb	Mason, Noah
Hix, John	Luther, David	Mason, Noble
Hix, Robert	Luther, Eddy	Mason, Peleg
Hoar, Gideon	Luther, Eleazer	Mason, Rufus
Holland, James	Luther, Ellis	Mason, Simeon
Hood, Noble	Luther, Eli	Medbury, Abel
Horswell, Luke	Luther, Ely, Sergt.	Merret, John
Horton, Jotham	Luther, Ezra	Merry, Timothy,
Horton, Simeon	Luther, Giles	2nd Lieut.
Howard, Caleb	Luther, Harlow	Millard, Samuel
Howland, Josiah	Luther, Hezekiah	Miller, Consider
Hughes, Richard	Luther, James	Molton, Michael

Morril, Thomas	Ralph, Charles	Thurber, Hezekiah
Morril, Ebenezer	Randolph, James	Thurber, John
Morry, Michael	Read, John	Thurber, Richard
Morse, John	Read, Nathan	Thurber, Seth
Morse, William	Robinson, David	Tift, Joshua
Munroe, Archibald	Read, William	Toogood, Nathaniel
Newman, Nathaniel	Rioden, Daniel	Trafford, Gardner
Newman, Samuel	Rodgers, John	Tripp, Benjamin
Newton, John	Round, Amos, Sergt	Tripp, Jonathan
Nicholas, Nathaniel, Corp.	Robertson, William	Tyler, Jonathan
Nicholson, Barnabas	Sanders, Benjamin	Verse, George
Norton, Benjamin	Sanders, James	Vial, Abraham
	Sanders, John	Vial, John
O'Brien, Dennis	Schonel, Thomas	Vose, John
O'Brien, John	Shariff John Peter	Vose, William
Ormsbe, Asa	Sherman, Jonathan	Waldron, Abiather
Ormsbe, Jacob, Sergt.	Sherman, Noah	Waldron, James, drummer
Ormsbe, Jacob, Jr.	Sherman, Peleg, Capt.	
Ormsbe, Joshua	Shearman, Daniel	Walker, Abel
	Shearman, Gidion	Walker, Richard
Packard, Benjamin	Shorey, John	Wanton, Charles
Parce, Benjamin	Short, Ebenezer	Wardell, Benjamin, Corp.
Parish, Josiah	Short, James	
Parsons, Ebenezer	Short, Shubel	Weed, Daniel
Pearce, David	Simmons, James	West, John
Pearce, Ebenezer	Simmons, Seth	West, Oliver
Pearce, Henry	Sisson, Richard	Wheaton, James
Pearce, Isaac	Slead, Edward	Wheaton, Jonathan
Pearce, Job	Slaid, Daniel	Wheaton, Reuben
Pearce, Martin	Slaid, Peleg, Col.	Wheeler, John
Pearce, Mial	Slead, John	White, John
Pearce, Philip	Slead, Oliver	Whittaker, Abel
Pearce, Preserved	Slead, Philip, Capt.	Wilbur, William
Pearce, Reuben	Slead, Philip, Jr.	Williams, John
Pearce, Wheeler	Smith, Daniel	Winslow, Jacob, Sergt
Peck, Ambrose	Smith, Ebenezer	Winslow, Job
Peck, Nicholas	Smith, Seth	Wood, Aaron, Sergt.
Peck, Jonathan	Smith, Thomas	Wood, Barnabas
Peck, Paul	Snell, John	Wood, Caleb
Peck, Peleg, Capt	Sprague, Coff	Wood, David
Peck, Thomas, Corp.	Starkey, Joseph	Wood, David, Jr,
Peckham, Jonathan	Stearns, Isaac	Wood, Elisha
Peckham, Aaron	Stephenson, John	Wood, James, drummer
Perry, Matthew	Stokes, Christopher	
Pettis, Ezekial	Streeter, Ebenezer	Wood, Jonathan
Pettis, James	Stearns, Jack	Wood, Seth
Pettis, John		Wood, Zepaniah
Pinch, Pero	Talbot, Caesar	Wood, Nathan
Pullin, John	Teary, Philip	Wolders, Abiathar
	Terry, James	
Quare, George	Thomas, Scipio	
	Thurber, Edward	

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